

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 8497

晚一廿月二年三統宣

TUESDAY, MARCH 21, 1911.

二拜禮

號一廿月三英港香

\$36 PER ANNUM.  
SINGLE COPY 10 CENTS.

## Telegrams.

### THE CRISIS.

#### RUSSIAN NOTE IGNORED.

#### GRAVE SITUATION.

(REUTER'S SERVICE.)

Bombay, Mar. 20, 2.5 p.m.

The Chinese Government has not yet replied to the Russian note that was presented on March 15th. As the note in question was in the nature of an ultimatum, the situation is giving rise to no little anxiety.

#### China's Reply Received.

(REUTER'S SERVICE.)

London, March 21.

A telegram from St. Petersburg states that the Chinese Government's reply has been received.

It is understood that it has been considered satisfactory in all essentials, but China is to be asked to be more explicit, and to give explanations on certain minor points.

#### Russia's Singular Precautions.

(REUTER'S SERVICE.)

Bombay, Mar. 20, 2.5 p.m.

The mobilisation "test" which is taking place in Semirechensk territory is proceeding.

#### Cause of the Crisis.

(REUTER'S SERVICE.)

Peking, March 20.

The Board of Foreign Affairs has strongly objected to the demands of the Russian Minister in Peking about establishing consulates in the Three Eastern Provinces, removing the duty on tea, and also about granting freedom of trade.

The Russian Minister, upholding the old treaty rights, pressed his demands.

#### More Negotiations.

(REUTER'S SERVICE.)

Peking, March 20.

The Grand Council has telegraphed to the Chinese Minister in St. Petersburg, instructing him to negotiate with the Russian

## Telegrams.

Government about the disputes with China.

### III Post Declined.

(REUTER'S SERVICE.)

Peking, March 20.

The New Tartar General of Li had an audience with the Prince Regent and strongly declined to accept his new post.

The Prince Regent refused to hear of his decision.

### Russians Demand Provisions.

(REUTER'S SERVICE.)

Peking, March 20.

The Governor of Turkestan has telegraphed to Peking, stating that the Russian soldiers are compelling the poor Chinese residents to supply them with provisions on their march.

### CHINESE ARMY.

#### NEW UNIFORMS ADVOCATED.

(REUTER'S SERVICE.)

Peking, March 20.

The President of the Army Board has memorialized the Throne to introduce new uniforms for the Chinese army. The uniforms are to be modelled on those from Germany. The colour proposed is khaki or yellow for the winter, and gray for the summer, with feathers in their caps.

### SALT TAX INCREASED.

(REUTER'S SERVICE.)

Peking, March 20.

The taxation on salt in Kwangtung will be increased by 4 cash per catty, commencing next month.

### THE PLAGUE.

#### FUNDS TO BE RAISED.

(REUTER'S SERVICE.)

Peking, March 20.

The Viceroy of Nanking has instructed his juniors to raise a subscription towards the funds for introducing sanitary measures to combat the plague in the North.

## Telegrams.

### BRITISH DELEGATES.

Peking, March 17.—China has requested that Dr. G. D. Gray, M.D., Physician to the British Legation, in view of his assistance and experience in connection with the plague, should act as assistant to the British delegate in the forthcoming Commission.

### HOME POLITICS.

#### A Short Recess.

(REUTER'S SERVICE.)

Bombay, Mar. 21, 7.25 a.m.

The Premier, Mr. Asquith, has stated in the House of Commons that Parliament would rise on the 12th of April, and re-assemble on the 18th of that month.

This is an unusually short recess.

### REFERENDUM OR REFORM?

London, March 17.—The statement is made that the differences among the Unionists have made it impossible to bring forward the scheme for the reform of the House of Lords. The party will probably now concentrate on the referendum.

### THE NAVAL ESTIMATES.

The First Lord of the Admiralty, Mr. Reginald McKenna, in introducing the Naval Estimates, stated that he would never advise a loan, which was a temporary expedient, to supply a permanent need.—"N. C. D. News."

### POLICE KILLED.

#### TROUBLE WITH JAPANESE.

(REUTER'S SERVICE.)

Peking, March 20.

Viceroy Hsi Liang, of the Three Eastern Provinces, has telegraphed to Peking that a Japanese has killed a number of policemen and wounded others.

He also states that he has received an unreasonable protest from the Japanese Consul, asking him to abolish the captain superintendent of police in Antung, Fengtien and other places, and failing to comply with his request, the Japanese Consul will increase the number of Japanese soldiers stationed in those places.

Messrs. Showan Tomes & Co., the Hongkong agents for the Yangtze Insurance Association, Limited, have received a cable from the head office stating that the directors will recommend at the general meeting a dividend of 25 per cent.

## Telegrams.

### BRITISH AND THE FRONTIER.

#### VICEROY UNYIELDING.

(REUTER'S SERVICE.)

Peking, March 21.

The Grand Councillors have had several discussions with the British Minister at Peking about the delimitation of Pien-mu.

The British Minister demanded that the boundary be delimited according to the British map.

The opinions of the Grand Councillors are of a conciliatory nature, but Viceroy Li, of Yunnan, strongly objected to the idea of giving in.

#### Viceroy Suggests his Successor.

(REUTER'S SERVICE.)

Peking, March 20.

Viceroy Hsi Liang, of the Three Eastern Provinces, has strongly recommended the Viceroy of Szechuan to take his place.

#### Saving the Country from Disgrace.

(REUTER'S SERVICE.)

Peking, March 20.

The Board of Foreign Affairs has telegraphed to the various Chinese Ministers abroad instructing the different Chinese consuls to entertain a friendly attitude towards the Chinese residing abroad, so as to "save the country from disgrace."

### A SHANGHAI CASE.

(REUTER'S SERVICE.)

Shanghai, March 20.

Wong Sun Tai has brought an action against the Municipal Council in Shanghai for the encroachment of his properties.

Judgment was given for the plaintiff with costs.

The Municipal Council was also instructed to return the encroached properties.

Lady Lugard gave an "At Home" at Government House last night. Despite the inclement state of the weather, a large number of guests assembled, and enjoyed a rich musical treat.

## Telegrams.

### BAGDAD RAILWAY.

#### FINAL LINK TO BE FORGED.

(REUTER'S SERVICE.)

Bombay, Mar. 20, 2.5 p.m.

The agreement for the construction of the Heli Bagdad section of the Bagdad Railway will be signed to-day at Constantinople, when work will be at once commenced.

#### GERMANY PREPARED TO MAKE CONCESSIONS.

The very general impression that Germany is anxious for a prompt settlement of the question affecting the Near East, and in particular that of the final section of the Bagdad Railway, receives confirmation in a long statement made to the London correspondent of the "Times" by a well-informed and high-placed German personality, according to whom Germany, in order to arrive at a settlement, is prepared to make certain concessions.

The recent negotiations with Russia, like the Moroccan agreement of 1909, were only the preliminaries in view of this general liquidation. The German Government and the financiers interested in the enterprise consider that, after eight years' delay in the construction of the line and the opening up of Turkey, the time has now come to seek a solution satisfactory to all parties concerned, and it is to this position that should be attributed the favorable attitude of Germany in regard to the negotiations that are opening between England and Turkey.

These pourparlers have the approval, it would seem, not only of the Deutsche Bank (which is negotiating at this moment with the Turkish Government), but also of the German Government, which would view with great pleasure an agreement between the Porte and the British Foreign Office on the question of Koweit and of Mesopotamia.

#### GERMAN POINT OF VIEW.

The German point of view is that the only obstacle to an understanding between Berlin and London in regard to the last section of the Bagdad line is the fixed intention of the Young Turks not to let England have the "effective control" over this portion of the undertaking that she has so far asked for. The Porte quite recently affirmed to the German Government that in no case would it afford this control to any Power whatsoever.

Is there, it is asked, any middle way? On the German side it is now held that the best means of putting an end to the deadlock would be for Turkey to propose the internationalisation of the last section of the line in the following general conditions: Germany would only figure to the end of a third share in the enterprise. England likewise, and the remainder would be offered to Russia or France, or Turkey might be given a share in the proportion of 10 or 20 per cent.

Anyway, without having the majority by herself, England would be sure of never running up against the German majority, and of controlling the enterprise with her Russian or French partner.

#### QUESTION OF TERMINUS.

Though the solution, it is recognised, would cause a certain prejudice to German interests, since the Deutsche Bank is the sole concessionaire of the Bagdad-Basra line and of the prolongation of that line to a point on the Turkish Gulf, the arrangement would have the immediate ad-

## Telegrams.

vantage of fixing the precise course of the line south of Basra, which it is desired shall have Koweit as its terminus. The question of the terminus is all the more important for the Bagdad concessionaires in that they have looked forward to a considerable trade along the southern section of that line as soon as over the Kavakine-Tehran branch—promised by the Russians—is opened.

The assurance of such a future is in their view, an ample return for this half of the concession, but, in the second place, the representatives of German interests look forward to deriving a more general benefit from the proposed arrangement. They hope that if France and England joined in the last portion of the enterprise it will be possible to bring about an understanding respecting

The listing of Bagdad stock in Paris and London, The increase of Turkish Customs duties, and The guarantee of the loan demanded by Turkey in which these three Powers might co-operate.

In a word the various problems confronting Turkey and setting the powers at loggerheads would be all solved conjointly.

Such in the view of the interviewer on the "Times" appears to be the German view.

### AMERICA IN THE PACIFIC.

#### HAWAIIAN GARRISONS TO BE INCREASED.

#### MORE TROOPS FOR PHILIPPINES.

(THE "TELEGRAPH" CORRESPONDENT.)

Manila, March 21, 2.25 p.m.

News has been received here from Washington that the Secretary of State for War has decided that the Hawaiian garrisons must be strengthened.

The change is to be made shortly.

Despite the Secretary of State's denial, it is regarded as certain that a large increase in troops will be made in the Philippines in the near future.

### GOVERNMENT HOUSE.

We are desired to state that Lady Lugard will not be at Home on Friday next, the 24th inst., as she will be in Canton on that date. Her usual weekly At-Homes will be resumed on Friday, the 31st inst.

The weekly musical practices at Government House on Wednesday will be discontinued for the present.

The Chinese Engineering and Mining Company Limited, inform us that the total output of the Company's three mines for the week ending 4th March amounted to 27,472.20 tons, and the sales during the period to 20,518.40 tons.

## POLICE COURT.

This morning at the Magistracy before Mr. J. R. Wood, a prosecution was brought against the Shoung Wo firm of pickle-makers, Kennedy Town, for encroaching on Crown land by tapping a nullah by putting in a conduit pipe and placing receptacles for the water to collect in. Mr. J. Mackay, land-bailiff, prosecuted. His Worship imposed a fine of \$5—the maximum penalty. This was the second time the defendants had been charged with the same offence.

### THE SEDITION CASE.

Before Mr. E. R. Hallifax, the case was again called in which Ip King Tung, dealer in Chinese medicine, 30 San On, and his cook, Lam Mon, were charged with having distributed or caused to be distributed certain printed or written matter calculated to excite tumult or disorder in China or to excite persons to crime in China, contrary to Ordinance No. 15, 1907, section 2 of 145.

Mr. P. P. J. Wodehouse conducted the prosecution and Mr. R. A. Harding appeared for the defence.

His Worship asked if the prosecution were prepared to call any further evidence.

Mr. Wodehouse said that that depended upon the opinion his Worship held, because, if necessary, he could call Mr. Brown, the Registrar-General. It seemed that Mr. Wong, who had been asked whether the articles in question were seditious, were not in a position to speak. Mr. Wong was not an expert on sedition in China and could only speak as to the accuracy of the translations.

His Worship said he must hold the articles as translated, as calculated to create disorder in China and the case must go to the Supreme Court.

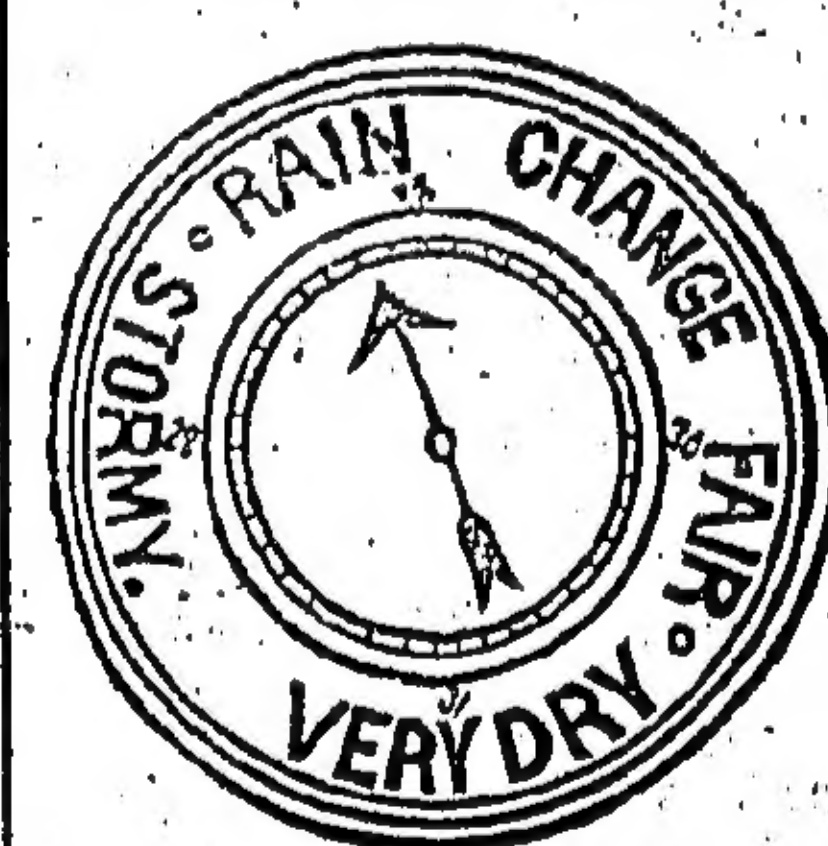
Mr. Harding objected to the admission of the two loose leaves in the publication as productions in the case on the ground that there was no evidence of sale or distribution, and they could only be used to the prejudice of the defence.

His Worship took a note of the objection.

Mr. Harding reserved his defence.

The case was committed for trial to the April Sessions; bail remaining as before.

### The Weather Forecast.



On the 21st at 12.05 p.m.—The barometer has risen quickly in E. Japan, the depression lying off Hokkaido yesterday, having moved away over the Pacific.

Pressure is low and still giving way over S. China and Tongking. A depression is probably forming over China to the South of the Yangtze valley.

The high pressure area covers E. Manchuria and the Sea of Japan.

Moderate S.E. winds may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.72 inches.

#### Forecast District.

1.—Hongkong and Neighbourhood, E. and S.E. winds, fresh; squally, some rain.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamooks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.







## MY MOST EXCITING EXPERIENCE.

**ADRIFF IN A BLIZZARD.**  
One of the most thrilling experiences of the China Seas is that of the second officer of one of the coast steamers who found himself adrift in one of the ship's boats in a blizzard in the Gulf of Pechili.

The ship had been disabled by an accident and had succeeded in making Port Arthur where she lay to awaiting communications from the harbour. These failing to arrive, a boat was launched and sent in the charge of the second officer. Only those who have had experiences somewhat similar can realize to the full the horror of that night in battling against the howling cold and in endeavouring to keep the boat afloat amid the freezing seas that were constantly breaking on board. The sufferings of her crew, in that intense cold, must have been appalling and may be best described in the simple words of the officer concerned who showed such pluck and determination in the face of such trying circumstances.

On the captain's call, I, with five Chinese seamen, volunteered to make the attempt to reach Port Arthur and procure assistance.

The No. 5 boat was launched and left the ship at 8.15 p.m. on January 30, the weather, at that time, being comparatively fine and not difficult was apprehended of being able to reach the port.

After pulling for about 30 min. the boat was about one cable from the Tiger's Tail Light House, at the entrance to the harbour, when she was suddenly struck by a heavy N.E. squall, and blown out to sea in a direction parallel to the S.E. coast line of the Liautshan Promontory, the sailors now being much exhausted.

After showing several blue lights and receiving no reply, I judged it best to attempt to regain the ship. This, after an hour's hard pulling, both by the sailors and myself, was found impossible owing to the rising gale, the heavy sea and the increasing exhaustion of myself and crew.

The ship being now invisible, I did what I considered the best thing remaining and, keeping the boat before the wind and sea, attempted to find a suitable landing, but this, owing to the nature of the coast, the heavy sea and darkness and also the now heavy driving snow, was found impossible.

On opening out the Liautshan light, I resumed showing blue lights, but was apparently unobserved. I also made an attempt to reach the light-house, but by this time my men were completely exhausted and useless so I had to give up the attempt and run before the gales as the boat was in constant danger of being swamped by the heavy sea and the falling snow had completely shut out the light.

This lasted until the wind began to abate, about 3 a.m. on the 31st when, finding myself becoming frozen, I endeavoured to induce the crew to resume pulling, but only two were able to respond; of the others, one was already in a dying state, and the other two were in a very low condition. About this time the sky cleared and by the help of the stars, which were visible, I was able to lay a course which I judged would take us towards the land. (The wind was now S.W.).

After pulling in this direction for about two hours, I observed land ahead, and after 30 min. made out the light of the Liautshan light.

Shortly after dawn, the first man died. One of the others rallied, and was able to bale for a short time, but soon collapsed, and it was only with great difficulty that I was able to induce any of the others to make an effort to help me to manage the boat.

Shortly after I made out the land near the Promontory light-house, which I estimated to be about twenty-four or twenty-five miles distant, and as I had already pulled about six or seven miles, the total distance I was blown off must have been thirty miles or more. After pulling as best we could until about 4 p.m. and when about four miles from the entrance to Port Arthur, I observed a steam launch making for us, and we were shortly afterwards picked up and taken on board the ship, a second Chinese having died in the meantime. — "Leading Light."

## OUR CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

## WIRELESS TELEGRAPHY.

Although the history of the Colony of Hongkong has been one of solid general progress, the fact cannot be gainsaid that in quite a number of important respects we lag conspicuously in the rear of many another British outpost. In no matter is this lack of advancement more sharply illustrated than in the failure of the Government to erect, or permit to be installed, a modern fully-equipped wireless telegraphy station, the presence of which in the Colony would be of untold value to the Government itself and to the numerous commercial firms who do business in our midst. When we observe the progressive spirit which animates Singapore and Colombo in applying to its needs benefits of which we bemoan the absence, it makes us wonder when the powers that be intend supplying a concrete example of their desire to assist, and not hamper or restrict, the tidal possibilities of the port.

Daily Press.

## THE LIQUOR TAX.

A further question raised is as to whether the resolution is valid seeing that it was not read to the Council. Whether the Council have ever given a ruling on this question we do not know, but Parliamentary usage certainly does not sanction the omission to read a motion before it is voted upon. Usage demands that it be twice read, firstly by the mover and secondly by the President on putting the question to the vote. May, on "Parliament" states the practice of the House of Commons in these terms: "When all preliminary debates and objections to a question are disposed of, the question must next be put, which is done in the following manner. The Speaker, if necessary, takes a written or printed copy of the question, and reads it to the House, at length, beginning with 'The question is, that.' This form of putting the question is always observed." &c. In the present instance if this practice had been followed there could have been no doubt upon the point whether the Council passed a resolution which said that the higher duties shall be paid on liquors "imported" or "hereafter imported." But whether a resolution is rendered invalid because it has not been read to the House at length is a question we must leave to the lawyers.

South China Morning Post.

## THE INCREASED TAX.

But is the beer of the services to cost the men more because in the past the Colony has been committed to a policy of reckless extravagance? The fact that the greater financial need of the Colony the more the Colony has to pay by the way of military contribution is another question, and pray do not let us confuse the two. The military contribution and the service rebate are distinct issues; and, though the latter may supply a few disgruntled persons with a sense of grievance, the feeling would never have arisen if the members of the Legislative Council who are now sitting in judgment had not themselves squandered the resources of the Colony upon that strategic folly, the Kowloon railway. As the money is gone and an ugly situation exists in place of it, His Excellency and the Legislative Council should have exhausted all other means before stooping to deprive the services of their rebates. But Government has not done so; yet, as we said in a previous issue, the situation can be retrieved and we repeat that we have reason to believe that the Imperial Government would be quite willing to meet the Colony in the matter.

## PO SING.

JEWELLER &amp; SILVERSMITH

No. 1, PORTMAN STREET.

CANTONESE SILVER WORK

of every description done here.

Moderate Prices.

Xmas and New Year Presenting

great variety and at special rates suitable to all tastes and purses.

[635]

## Intimations

## A Silly Saying.

"It is a common but silly opinion prevailing among a certain class of people that the war on roach tastes, smells or hurts the more effeminate it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish this oil is so offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago; the work of civilizing and redeeming it however has since been triumphantly accomplished; and as a leading ingredient in the remedy called

**Wampole's Preparation** the oil retains all its wonderful curative properties; without any bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from the fresh delivery of Hypophosphates and Extracts of Milk and Wild Cherry; creating a medicine of unequalled power for the treatment of all sorts of lung and chest diseases, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in all cases of Indigestion, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Strabismus, Asthenia, Thinness and Slow Development in the young, it gives quick and certain relief and cure. Dr. G. G. Shuman, of Canada, says: "I shall continue its use with, I am sure, great advantage to my patients and satisfaction to myself." "I feel all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail." One bottle convinces. Sold by all chemists. [11]

## CLOUET CHAMPAGNE

EXTRA DRY.

24 pints at \$22.50.

FRENCH STORE,

6 Queen's Road.

Hongkong, 16th Mar., 1911. [47]

## PEAK TRAMWAYS CO., LIMITED.

## TIME TABLE.

## WEEK-DAYS.

7.00 a.m.

7.30 a.m. to 10.00 a.m. Every 10 min.

10.00 a.m. to 11.00 a.m. " 15 min.

11.30 a.m. to 12.15 p.m. " 15 min.

12.15 p.m. to 1.15 p.m. " 10 min.

1.15 p.m. to 1.45 p.m. " 15 min.

1.45 p.m. to 2.15 p.m. " 10 min.

2.15 p.m. to 3.00 p.m. " 15 min.

3.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 8.00 p.m. " 10 min.

## NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 to 11.15 p.m.

every half hour.

## SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 min.

9.00 a.m. to 9.30 a.m. " 30 min.

9.30 a.m. to 10.30 a.m. " 10 min.

10.30 a.m. to 11.00 a.m. " 10 min.

11.45 a.m. to 12.00 noon " 15 min.

12.00 noon to 1.00 p.m. " 10 min.

1.00 p.m. to 5.00 p.m. " 15 min.

5.00 p.m. to 6.00 p.m. " 10 min.

6.00 p.m. to 7.00 p.m. " 15 min.

7.00 p.m. to 8.00 p.m. " 10 min.

## NIGHT CARS on Week-Days.

Extra cars at 8.15 p.m., 11.30 p.m.

and 11.45 p.m.

## SPECIAL CARS by Arrangement.

at the Company's Office, Alexandra Buildings, Des Voeux Road, Central.

JOHN D. HUMPHREYS &amp; SON,

General Managers.

Hongkong, 1st April, 1909.

## STEAM LAUNDRY CO.

YAMATI.

Established 1899.

The only successful Steam Laundry in the Far East. The only

Laundry in the Colony under European Supervision.

Filtered Water. Regular Delivery. Finest and Unwear washed by skilled Japanese.

Monthly rates quoted. Dry cleaning a specialty. Depot No. 4, Beaconsfield Arcade, Tel. 1322.

R. WOOD, Manager.

Hongkong, 1st Mar., 1911. [931]

## Public Companies

## GREEN ISLAND CEMENT COMPANY, LIMITED.

**THE TWENTY-SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS** in the Company will be held in the Office of the General Managers, St. George's Building, Victoria, Hongkong, on SATURDAY, the 25th day of March, 1911, at 11.30 o'clock a.m., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1910, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, the 20th March, 1911, until SATURDAY, the 25th day of March, 1911, both days inclusive.

SHEWAN, TOMES &amp; CO., General Managers.

Hongkong, 16th Mar., 1911. [970]

## THE CHINA-BORNEO COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

## THE EIGHTH ORDINARY

## YEARLY MEETING OF

## SHAREHOLDERS OF THE ABOVE

Company will be held at the Company's Office, St. George's Building, at 12.15 p.m., on TUESDAY, the 23rd March, 1911, to receive a Statement of Accounts to the 31st December, 1910, and the Report of the General Manager, and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th March to the 23rd March, both days inclusive.

THE CHINA-BORNEO CO. LTD.

W. G. DARBY, General Manager.

Hongkong, 9th Mar., 1911. [952]

## Notice of Firm

## NOTICE.

We have this day opened a Branch

here, at the offices of Messrs.

MELCHERS and CO., to whom all

enquiries, etc., should be addressed.

AUDINET, LACROIX &amp; CO.

Lyon &amp; Shanghai.

March 14th, 1911. [966]

## To Let.

## TO LET.

"NORMAN COTTAGE" West.

4-Roomed House. Recently

renovated. Electric Light. Detached

Servants Quarters.

Apply to

PERCY SMITH, SETH &amp;

WELMING,

5, Queen's Road Central.

Hongkong, 17th Mar., 1911. [913]

## TO LET.

No. 2, SEYMOUR TERRACE

from 1st May. Electric Light.

Apply to

D. HASKELL,

No. 1, 1st House Street.

Hongkong, 11th Mar., 1911. [933]

## TO LET.

OFFICES in Kwo's Buildings,

4th Floor.

AN OFFICE on 1st Floor, 16,

Des Voeux Road Central.

GODOWNS, 151 to 155, PRAYA

EAST.

A HOUSE IN WONG-SHI-CHONG

Road.

SEMI-EUROPEAN FLATS

East corner of Observation

Place. The Trams stop at the

door.

Also NEW EUROPEAN FLATS

adjoining the new Saman's

Institute, Praya East.

Apply to

THE HONGKONG LAND

INVESTMENT AGENCY CO.,

LIMITED.

Hongkong, 1st Mar., 1911. [132]

## TO LET.

FLATS in Nathan Road, Kowloon.

FOUR-ROOMED HOUSES

newly painted and colour-washed

throughout. Cheap Rent.

NEW and COMMODIOUS

SHOPS, Nathan Road, Kowloon.

Immediate possession. Cheap Rental.

Apply to

HUMPHREYS ESTATE

&amp; FINANCE CO., Ltd.

Hongkong, 15th Mar., 1911. [968]

## TO LET.

COWDON No. 5, DUNDRELL

STREET.

Apply to

THE HONGKONG LAND

INVESTMENT AGENCY COMPANY LIMITED.

Hongkong, 1st Mar., 1911. [61]

## TO LET.

A SMALL STORE next door to

No. 28, Corner of D'Arman

Street, from To-day.

Apply to

YEN YEE &amp; CO.

Hair Dressing Saloon.

Hongkong, 7th Mar., 1911. [946]

## Mails.

## NORDEUTSCHER LLOYD.

- BREMEN.

## IMPERIAL GERMAN MAIL LINES.

For	STEAMERS.	To sail on
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZESS ALICE" Capt. P. Grosse (T. 2,300)	WEDNESDAY, 22nd March, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KURUMI" Capt. O. Paltank (T. 17,000)	About WEDNESDAY, 22nd March.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	"COULENZ" Capt. H. Regener (T. 6,750)	SATURDAY, 25th March, at Daylight.
KUDAT and SANDAKAN	"DORF" Capt. F. Seibill (T. 5,950)	End of March.
KOBE & YOKOHAMA	"PRINZ WALDEMAR" Capt. F. Iscke	About TUESDAY, 4th April.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Teletoken.

For further Particulars, apply to

## NORDEUTSCHER LLOYD

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG.

Hongkong, 10th March, 1911. [7]



## SHORTEST &amp; QUICKEST ROUTE

BETWEEN

## THE FAR EAST &amp; EUROPE.

via DAIREN.

## WINTER SCHEDULE.

(Effective till 30th April, 1911.)

EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun four times a week in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamer Service by the S.S. "Kobe Maru" and "Saikyo Maru" (each 2,877 tons) as follows:—

Dairen-Shanghai Direct Steamer Service by the S.S. "Hoto Maru" and "Saikio Maru" (each 2,877 tons) as follows:—									
NORTH BOUND.									
1st Class Fares				Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Sun. Tues.	Thurs. Sat.	Sun. Tues.
\$10	Shanghai (Steaming) Lv.	Dairen ( " ) Ar.	(S.M.R. Train) Lv.	6.00 p.m.	2.45 a.m.	Mon.	Wed.	Fri.	Sat.
Y11.95	Mukden ( " ) Lv.	3.00 "	Ar.	9.55 "	7.25 "	"	"	"	"
Y11.50	Changchun ( " ) Lv.	11.15 "	Ar.	7.25 "		"	"	"	"
R 9.60	Harbin ( " ) Lv.	7.25 "	Ar.			"	"	"	"
Connecting at Harbin with				State Ex- press Lis for	Wa- gon Lis for Mos-	State Ex- press Lis for	Wa- gon Lis for Mos-	State Ex- press Lis for	Wa- gon Lis for Mos-

Supplementary Charges on DAIREN-CHANGCHUN Service.

Express Extra Fee .....Y3.00 Sleeping Car Supplement.....Y3.00

TICKET AGENCIES—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Train Co., Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS—Yamato Hotel (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

## SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN.

Tel. Add.: "Mantekin." Code: A.B.C. 5th. Ed. A. I. &amp; Lieber's

## FUSHUN COAL

THE BEST STEAMING COAL IN THE EAST.

Output 3,600 tons per day.

Fresh stocks always on hand at Dairen, Fushun and Tientsin Depots and also at Chitoo, Shanghai, Hongkong, Singapore and Penang.

## MINING DEPARTMENT,

## SOUTH MANCHURIA RAILWAY COMPANY,

DAIREN.

Tel. Add.: "Mantekin." Code: A.B.C. 5th. Ed. A. I. &amp; Lieber's



## Intimations.

A. S. WATSON &  
CO., LD.

ESTABLISHED A.D. 1841.

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E  
VERY OLD LIQUEUR  
SCOTCH  
WHISKY.A Blend of the Finest Pure  
Malt Whiskies distilled in  
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FINE MELLOW  
FLAVOUR.Robert Porter & Co.'s  
BULL DOGBRAND  
GUINNESS'  
STOUT  
in PINTS and SPLITS.A. S. WATSON &  
CO., LD.ALEXANDRA BUILDINGS,  
Hongkong, 7th July, 1910. [28.]

## NOTICE.

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

THE  
Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 21, 1911

THE COLONY'S  
DIFFICULTIES.

We made an effort in this column a day or two ago to place before our readers the "true inwardness" of the new liquor tax in the light of the Government's duty to its "cure" and the individual's duty to the Government. It remains to attempt to arrive at the cause of this imposition, which has been made because of the Colony's inability to show a credit balance. To generalise, it is safe to say that more sensational and sentimental stuff has been written about China and the various trade centres this side of Suva than of any other land of activity prominent in history. We live on the fringe of a wonderful

country—we may, indeed, be said to be of it—and we have here, at Shanghai, Tientsin and Singapore "merchant princes" who have built up by strict attention to their own finances what diplomats are now being paid to preserve. They are plain, honest men; and by no stretch of the imagination could they be called in business hours sentimental; yet to read of them from the pen of the alleged authorities of the home press conjures up visions of commercial Captains Kidd, but little different from that picturesque and lurid ruffian. The "glamour of the East" is all very well as the basis of a novel, but in these days when China herself, still the China of the Arabian Nights to many of our friends at home, is sending pig iron to the foundries of the United States and has a commerce, increasing by leaps and bounds, in these days the glamour of the East is a poor excuse to advance for the ignorance of those who, to a certain extent, hold our future in their hands. Yet this same inexcusable ignorance has resulted in an inexcusable crusade, and is responsible for the financial morass in which Hongkong finds itself to-day. We refer, of course, to the hysterical anti-opium movement. In this, and in this mainly, has Hongkong found a menace to its equanimity, its well-oiled progress and, we might almost say, its prosperity.

Any earnest, well-meaning endeavour to remove from humanity the handicap of a vice must meet with approval, and, as far as circumstances permit, support, whole-hearted and genuine; but Governments are not shuttlecocks to be blown hither and thither as lists a sudden wind. They are above all things the drag upon the wheel of popular ebullition, and in this character the Imperial Government, in connection with Hongkong, has utterly failed. We recognise opium as an evil; we recognise drink as an evil; and we applaud those whose efforts are directed towards the abolition of both. But the sentimental, essentially ignorant and hysterical anti-opium crusade has done and will do far more harm than good, and it was the duty of the Imperial Government to disregard the agitation, even though headed by the Archbishop of Canterbury and the Rev. Lord William Gascoigne Cecil—who became an expert on China's problems in a few weeks—until the advice of the local authorities had been obtained. We believe we can say emphatically that that advice would have been absolutely against taking the steps which have resulted in the present situation in the opium trade, and, incidentally, in the finances of Hongkong. In support of this assertion we have the strikingly lucid "Memorandum Regarding the Restriction of Opium in Hongkong and in China" written by His Excellency the Governor in March 1904. The Memorandum was the result of the accusations made in the House of Commons that in Hongkong "nothing had been attempted—nothing done." Sir F. Lugard fully explained the steps which had been taken and are being now followed by Hongkong to put down the opium traffic, even at its own expense, and in a carefully reasoned argument showed conclusively that the "farmer" monopoly was the best restrictive measure that could possibly be employed. The Governor also quoted the high authority of Lord Brassey's Commission—the most exhaustive enquiry ever held into any such subject—to show that the use of opium is by no means the dreadful evil which hysterical propagandists at home would have us believe. This

opinion is supported by Sir William Roberts, who was the expert medical member of the Indian Commission, by the superintendent of the Government Hospital at Calcutta, by Sir Alexander Hosie, and a host of other high authorities; but it must not be supposed that His Excellency is opposed to the prohibition of opium. His conclusion to his well-weighed defence of the Colony in connection with the vice and his equally well-reasoned opinion on the subject, shows him to have assumed a statesmanlike attitude, and we cannot do better than quote his final finding: "That it (opium) must be dealt with gradually and not by precipitate methods, and that above all there are other and worse evils which unless foresight and care are exercised may prove worse than smoking." With reference to these evils, Professor Giles and other authorities express the fear that drinking will follow in the train of the abolition of opium smoking, and it is therefore with the strongest expert opinion to support us that we say that smoking is far less an evil than the habits which may replace it. Again on expert opinion, missionary for the most part, we say that not one hundred in ten thousand Chinese are addicted to the drug, (the Chinese Customs returns estimate the number of smokers at 2 per cent.) while on the other hand not one in fifty thousand was a drunkard, in the mildest meaning of the word. The ridiculous outcry against the "poisonous habit," the "soul destroying drug" and the "vice of a nation" is therefore utterly without justification in the circumstances. The taking of opium is pernicious; but so is the taking of drink, which fills our gutters night after night with men, women and children; and so is the taking of cocaine which has spread even into the nurseries of America. Both drink and cocaine and kindred modern drugs are slowly but surely creeping into China, and these of us who know enough of the country not to dare to pose as synagogues on an Exeter Hall stage look forward with trepidation to the day when the Chinese workman will copy his European brother in his method of drowning care. The prohibition of opium was sanctioned, supported and is being carried out by the Imperial Government in ignorance, we think, of the facts and without due regard being paid to the expert opinion of those "on the spot."

Hongkong therefore is suffering—and should the demons of drink and cocaine become familiar in China, as they will, China will still more deeply suffer—from this manifestation of the Nonconformist conscience; but for the present we are concerned only with our finances. It is unnecessary for us to go into details as to the loss, the wholly unjustifiable loss, sustained by the Colony, owing to the abolition of the opium trade; the Governor's memorandum fully covers this side of the subject. We all know too well what have been the effects of the energetic ignorance of the well-meaning busybodies at home. One of the first and one of the most disquieting has been the sudden activity in the "anti-opium pills" trade and in the smuggling of cocaine and kindred drugs into the Colony; and it is indeed enough to call forth the strongest language that we have at one and the same time to suffer the approach of deadly and insidious drugs and pay for the saving of the consciences of those who know little of our lives

out here and loss of the land in which we live, and who will be morally responsible for the introduction of new vices into a country notoriously abstemious. We may blame the Government for imposing taxes, we may curse our fate at having to pay the same; but it is at home that the springs of our troubles rise, and until the home authorities (save the mark!) awake to the fact that China is a factor in human progress and not a wandering character from a fairy tale we will continue to pay for hysterical expressions of opinion unfounded on fact.

HONGKONG DAY  
BY DAY.

The Minnesota arrived in Yokohama on the 11th.

Mr. Crabb Watt won the championship of the Singapore Golf Club.

Penang has been awarded the Swettenham cricket trophy for 1910.

Mrs. A. B. Moulder returned to-day, after a lengthy holiday, from the States.

A lengthy article on the Hualu-gold mine appears in the "Manila Times."

Six blocks of houses in the Pao district of Manila were destroyed by fire on March 16th.

A lecture on naval history will be given to the United Service Institution at 5.30 p.m. on Friday by Captain G. C. Cayley at the Volunteer drill hall.

A scheme is on foot to establish a free-public library in Kuala Lumpur for all races. It is hoped to raise \$150,000 to cover all cost including a handsome building on a site granted by Government.

Japan papers tell us that Messrs. Gysin Freres, the well-known French firm at No. 83, Kio Machi, Kobe, suspended payment on the 10th.

At the Magistrate's this afternoon a formal inquiry was held into the circumstances attending the death of a Chinese prisoner in Victoria Gaol. The jury found that death was due to natural causes.

At the Seamen's Institute last night a very enjoyable concert was given by men from H.M. Navy. The programme was sustained by the variety entertainers from the Waterworks assisted by an instrumental trio from the Meilin.

News has been received in Singapore announcing the death, at Dresden, Germany, of Mr. H. M. John, for many years a member of the Singapore Pilot Association, who retired some two years ago after practically forty years' residence in Singapore.

Captain William H. Berisch, quartermaster, and Mr. John Boag, superintending engineer, quartermaster's department, Manila, are in Hongkong, on temporary duty in connection with the trials of the Milay, a new vessel undergoing construction for the quartermaster's department.

The following intimations appear in Command Orders: Leave of absence of one month has been granted to Miss M. S. Williams, on private affairs to neighbouring countries; leave of absence from June 3 to July 22 has been granted to Captain C. H. D. St. Clair, A. S. C.; Lieut. H. F. G. Charter, K.O.Y.L.I., has arrived at Hongkong and has been posted to his battalion.

Kidnapping of children continues to be as prevalent as ever in the Colony, despite the rigorous sentences passed upon offenders at recent Sessions. In some cases the kidnapped children are never seen again by their parents or guardians. To-day, however, the Police report that one child, which was decoyed away from Yauwai in February last, has been recovered in Canton.

## COMPANY MEETING.

INTERNATIONAL PETRO-  
LEUM CO., LD.

The statutory meeting of the International Petroleum Company, Limited, was held yesterday at the offices of Messrs. Barretto & Co., the general agents of the Company.

The notice convening the meeting having been read,

The Chairman said:—Gentlemen—This is the statutory meeting of the Company in compliance with the law. There are no resolutions to be passed, and there is no vote of any kind to be taken. The board got to work as soon as the Company was registered, and I think I may say with confidence we have already done good work on your behalf. I take this opportunity of saying something as to the position and prospects of this Company. The Company was incorporated on the 21st November last, and received a certificate entitling it to commence business a few days after. We have gone to allotment on 49,500 shares including the purchase consideration. As the money we have in hand is sufficient for the present operations of the Company, it is very probable that the directors will not, unless under exceptional circumstances, allot any more shares at par, until receipt of news from the oil-fields, when, should it prove satisfactory, as we have every reason to believe, we can get all the financial backing we want. As you are aware this Company was formed to acquire certain oil-fields in the island of Timor. The transfer of the properties to the Company is now being made, and in the meantime we have been successful in obtaining a licence from the Government to allow of work being commenced forthwith. The Company has employed Captain E. Theo Banjo, who has been in the oil business the greater part of his life, to act as field superintendent and local manager, and under him are two experienced American drillers, and some twenty Chinese mechanics. Mr. Harrison, the foreman boremaster, has been well recommended to us, and we are confident we have secured the best man that could be got in California. Active operations should start in the near future, as the equipment for drilling and the men engaged by the Company were sent from Hongkong to Timor about four weeks ago. The general agents were yesterday in receipt of a cable that the expedition arrived at the oil-fields, and that everybody and everything were landed well and that work would commence forthwith. The installation of the derrick in position should proceed as rapidly as possible now, and actual deep-drilling operations started. The first well should be completed during July. Sources of petroleum, as you are aware, are an asset of great importance, and the formation of this Company was the first really serious attempt that had been made in Hongkong to solve the problem of the existence of oil upon a commercial basis in that part of the world. The drilling plants acquired by us are the latest to be had and of the best description, capable of boring to a depth of 3,000 feet if necessary. From previous experiences of borings made by Captain Banjo, oil was obtained at the shallow depth of 45 feet, and I am inclined to think that we shall reach the oil sands at 800 feet or so. We are at no distance from the seaboard and the question of transportation by means of pipe lines, which is a most important point, would be an easy matter. As to the uses to which petroleum and its by-products are put, there is no need for me to dwell or to enlarge upon. It is only the other day that we read the postprandial speech of the Chairman of the Institute of Engineers and Shipbuilders of Hongkong, in which the building of internal combustion engines was referred to in glowing terms.

As a novel item I quote the following extract from a shipping paper:—"Messrs. Barclay, Curle & Co., Clyde shipbuilders, are constructing for a Continental line a vessel which it is said will revolutionise shipping. It is to be a 12-knot boat of 5,000 tons gross, driven by internal combustion engines, Diesel type, hitherto only applied to trawlers and yachts. One hundred tons crude

petroleum at 34s. to 40s. a ton will do the work of 300 tons of coal. It will require only half the usual engine and boiler space, and one fourth bunker space, and dispense with from 50 to 75 per cent of stokers. The vessel will have no funnels." That petroleum possesses immense advantages over coal from the point of view of fuel is an undoubted fact. Inasmuch as, in the nature of things, the field cannot come into bearing for some little time, you will understand that at this stage of the Company's affairs we have really nothing definite to say, beyond assuring you that we hope to have good news at an early date of successful borings, and that when we meet again we shall be in the position to give you a good account of our slow progress.

A vote of thanks to the Chairman closed the proceedings.

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A fatal motor-car accident.

AT WEST POINT.

About half-past five o'clock last night a Chinese was knocked down and killed by a motor-car in Connaught Road West, near Jardine's Pier. The unfortunate man was one of a gang of paint-scrappers who had just come ashore in a launch from the S.S. Siberia. It was raining heavily at the time and the copolies were running across the road to get into the shelter of the verandah on the opposite side.

Deceased, it appears, was running with his head down in a slanting direction when the car came up from behind, knocked him down and ran over him. He was picked up unconscious and taken to No. 7 Police Station and afterwards to the hospital where he died about nine o'clock. The car was driven by a Filipino and carried two passengers—a European lady and gentleman.

The number of the car was taken by a lunkong and the vehicle was identified as belonging to Messrs. Nicol and Co.'s garage in Des Voeux Road West. Sergeant A. Grant made inquiries at the motor-car depot and arrested the driver, who gave as his excuse for not stopping that the passengers ordered him to drive on as they were afraid that the Chinese would attack the car and its occupants.

Police Court Proceedings.

PLEA OF NOT GUILTY.

Before Mr. E. R. Hallifax at the Magistrate's this morning, the driver of the motor-car, Angley Wenrigues, was charged with manslaughter. He was undefended.

Inspector W. Robertson conducted the prosecution.

The first witness called was a Chinese who was one of the gang of paint-scrappers to which the deceased belonged. He said that at 5 p.m. yesterday he finished work on the S.S. Siberia. With others he landed in a launch at Jardine's Pier. It was raining and blowing hard. Deceased, who was one of his party, was running sideways to the verandah westwardly in a slanting direction across the street to get to the shelter of the verandah. Witness was about fifteen yards behind the deceased. He saw a motor-car coming along in a westward direction without sounding the horn; it collided with the deceased and the latter fell down. The car hit him on the left side and he fell on his back. The front wheel passed over his leg and the back wheel over his head. Witness heard no sound of bell or gong. Deceased was running in front of the others, who could see the car coming and had no reason to dodge the vehicle. The car only stopped while a lunkong took the number. Defendant was driving. There were two foreigners also in the car. Witness and several others carried the injured man to the police station; he was bleeding from his head and leg. The car was going very fast—about the speed of the electric tramway cars. He saw nothing of it until the moment of the collision.

Another Chinese paint-scraper (a brother of the deceased), who was also in the gang, gave corroborative evidence. When he first saw the car, he said, it was some five yards behind the deceased. After the accident some Chinese seized the car, which had been stopped meanwhile. When the car stopped he saw a European

get down from the car. The car

was seized to prevent it from going away. The car stopped for about one minute. At the time of the accident it was going much faster than an electric tramway car.

Several other Chinese witnesses gave corroborative evidence and the case was afterwards adjourned to allow accused to call witnesses for the defence.

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## LATEST MAIL NEWS.

London, March 8.—At Oporto most of the priests abstained from reading the Bishop's pastoral letter where the Government objects. Consequently the priests are threatened by the Church with the loss of their positions. Those who read the letter have been imprisoned by the Government and will likewise lose their posts.—"Tokio Asahi."

March 9.—With regard to the Customs Tariff, Japan has made concessions in cotton cloth, iron, etc., and agreed that this new tariff should be left in existence while Great Britain maintains the Free Trade system. The negotiations between the two countries have thus been concluded by formally entering into a reciprocal convention.—"Nichi Nichi."

March 10.—A Washington report says that the dispatch of the troops to the Southwest is proceeding smoothly. Fresh expressions of mutual respect and confidence have been exchanged between the United States and Mexican Governments. While nobody is deceived as to the potential significance of the American move, officials apparently do not apprehend anything of startling nature in the immediate future.

The Northern shipyard's dispute has been settled. The masters and the men are to sign an agreement at Edinburgh.

London, March 9.—Great attention is being given by the Australian Press just now to the immigration of Japanese into New Caledonia. It is reported that the Japanese Government is encouraging the emigration movement to New Caledonia. The Press emphasizes the point that this emigration is being encouraged. The islands are being swamped by Japanese and very soon there will be at least 4,000 Japanese there. The "Sydney Morning Herald" says that Australians could not view unmoved even a peaceful invasion of the Southern Pacific by Japanese labourers.—"Osaka Mainichi."

The Japanese representatives are now about to open negotiations with Germany with a view to the conclusion of a new treaty of Commerce and Navigation.—"Osaka Mainichi."

London, March 10.—The German Foreign Minister has declared that, should reports from Mexico show that German interests in the country are jeopardized through the disturbance, Germany will immediately take decided steps for their protection. The British newspapers are of the opinion that the statement of the German Foreign Minister, which utterly ignores the Monroe Doctrine, will outrage America.—"Hochi."

March 11.—The Mexican difficulty is regarded here as of increasing gravity. The underwriters at Lloyd's are taking measures to indemnify themselves against possible war by increasing the rates on vessels and trading measures. The newspapers are discussing possible complications in the event of American intervention.—"Jiji."

The S.S. Eastern, which was damaged some time ago, will omit one trip, and arrive here early in June.

The American cruiser squadrons which were despatched to Mexican waters, have returned to their stations.

A special meeting of the Eastern Smelting Company was called for the 20th inst. at which it was proposed to authorise Mr. Jensen to sell the undertaking, subject to its liabilities, to a new company in England with a nominal capital of £300,000, says a Penang cable. The purchase price is to be £133,000 payable by the allotment of fully-paid shares in the new company.



## HONGKONG CHAMBER OF COMMERCE.

## 50TH ANNUAL MEETING.

Yesterday afternoon the 50th annual meeting of the Hongkong General Chamber of Commerce was held at the City Hall. Hon. Mr. E. A. Hewitt (chairman) presided, and there were also present, Hon. Mr. H. Kewick, J. W. C. Bonnar, H. A. Siebs, W. Logan, G. H. Medhurst, F. H. Armstrong, G. Frieland, H. W. Robertson, N. J. Stabb (committee), G. Billock, Murray Stewart, J. Wilkie, A. Charlton, J. J. Leira, J. W. Bolles, A. Forbes, W. A. Dowley, G. H. White, W. G. Humphreys, W. C. Jack, F. Lieb, D. K. Setna, F. P. Talat, W. Andol, G. M. Young, Wong Leung Him, G. S. Gubby, G. Hogg, J. Owen Hughes, A. J. Barretto, H. Schmidt, W. G. Darby, T. F. Hoagh, W. Dickson, and E. A. M. Williams (secretary).

## Chairman's Speech.

The Chairman in moving the adoption of the report and accounts said:—Gentlemen,—The report and accounts for the Chamber for the year 1910 have been in your hands for some days, and with your permission, therefore, we will take them as read. Before formally putting the resolution now before the meeting, I will make a few remarks as to the more important matters which have been dealt with by the Chamber during the past year. Taking them seriatim, the first subject, in itself perhaps of not now so great moment, was the position taken up by the Harbour Master in putting his own construction upon certain regulations controlling the carriage of Asiatic passengers in vessels passing through the port.

In this individual case the proposals made by the Committee were favourably accepted by the Government, and we are assured similar difficulty will not arise in the future. The reason why I make special reference to this matter is this, that while admitting Government regulations are in the greater majority of cases enforced with moderation and commonsense we have, however, from time to time, and this unfortunately, of late years especially in the Department I am referring to, found rules insisted upon without the above-mentioned saving clauses. I could, if necessary, quote cases to prove my contention, but at the moment it only appears necessary to refer to the fact that an unreasonably strict adherence to the exact letter of the law may seriously affect the prosperity of our Colony and has in the past actually resulted in permanently diverting certain sections of trade from our harbour.

Most of us, though we have all passed by Adey, would hardly have considered there was much in common between these two widely-separated ports, but a letter from the Port Trust of that station has again raised the question of Harbour dues on shipping, by asking whether a reduction in these might not induce more vessels to call. Needless to state, the reply has been entirely sympathetic. Almost from the first time of the existence of our Chamber our predecessors have urged upon the Hongkong Government the desirability of freeing shipping from all charges whatsoever, and whenever (as has happened from time to time) an anxious Governor or greedy Treasurer casting a rapacious eye over the harbour has decided, in order to balance his books or to procure funds for public works, to increase taxation the cry has always been the same: put up the light dues. The policy is unsound, and as I have emphatically stated on more than one occasion is in the long run calculated to react against the prosperity of the Colony. I am glad therefore of the opportunity thus offered us by our adjacent brother dependency of the Crown to reiterate those statements.

The next matter of importance dealt with in the report is that of certain old established firms being refused, and without any explanation being offered, the right already granted to many others, chiefly native wine merchants, to having their own landed ware houses. This appeared to be so detrimental to the trade and so opposed to the promises made by his Excellency when this most unpopular measure dealing with the

## liquor trade

was introduced, that the Committee took the matter up strongly, and we are glad to be able to report that the Officer Administering the Government ultimately acceded to the request put forward.

During the year copies of the proposed new tariff with Japan were received from the Government, and the attention of the members of the Chamber, and the public generally, was specially directed to the matter. There is unquestionably much to which exception might be taken on many points in this tariff, and we trust the representations on the subject which we now understand are being made to the Japanese Government may result in considerable modification being made to meet the requirements of

## British trade with Japan.

To show how in some directions the demands of the Japanese may seriously injure, if not altogether destroy, certain branches of business now in existence, I will refer to the question of proprietary medicines entering into Japanese territory which is fully explained in a later part of the report.

That very important measure, the proposed trade marks Ordinance, has again received further consideration during the year, while owing to the construction placed by the Harbour Master upon certain regulations controlling the importation of naphtha for motor use, an appeal to the Government was necessary with the result that this latter question has been satisfactorily settled. You will notice that with a view to reducing the possibility of disputes between importers and purchasers of piece-goods, a proposal has been put forward that a standard form of contract should be adopted. A sub-committee, composed of representatives of some of the leading importing houses, was appointed, who, however, reported against the proposal.

## Arbitration.

The question of arbitration has recently been before the Committee, and though not mentioned in the report it is perhaps worth stating here that one of the questions which it is desirable the incoming Committee should deal with is the drawing up of a form of undertaking so that when reference is made to the Chamber both parties to the arbitration should enter into an agreement to accept the award when given.

There are many other matters which have been considered by the Committee during the year under review, but as these are all duly set forth in the report and appendix detailed reference to them does not appear necessary. One question, however, of very great importance and which has constantly occupied our most earnest attention throughout the past ten months has been the renewed attempt, this time so far, unhappily, successful, by the Viceroy of Canton to establish a monopoly for the sale of raw

## opium

in Kwangtung and for levying a special tax which at present stands at \$380 per chest, and it is intended should be increased as the importations are gradually reduced. As you are aware, of late years successive Viceroys have constantly made similar, and equally illegal efforts to interfere with the opium trade under the plea of restricting smoking, but in reality in order to increase their revenues. This species of extortion, in this instance also at first advanced, but has now been abandoned, and the Viceroy frankly admits that the money now raised is to replace the loss caused by the stoppage of licensed gambling.

Not only has a serious blow been struck at a valuable branch of our trade, but there is a wider and more important principle involved, viz., whether a local Chinese official is to be permitted for the purpose of raising additional revenue to ignore any or all treaties which have been made with Foreign Powers and impose such restrictions and impositions on foreign trade as may suit him.

## In Defiance.

of all treaty obligations. An enormous mass of correspondence bearing on the question is now in the hands of the Committee, but it has been considered advisable not to publish this until the whole matter, which is now under discussion between the two Governments, has been finally settled.

In the meantime, I will confine myself to stating that so far as the Committee is concerned no opportunity has been missed for endeavouring to have a stop put to this entirely unjustifiable action on the part of the Kwangtung Authorities. Numerous telegrams and despatches have been addressed to H. M.'s Secretary of State for Foreign Affairs, the British Minister at Peking, and the London Chamber of Commerce, while, as you all are already aware, the matter has been very strongly taken up by the Hongkong Government, who from the first has thoroughly supported the protests of the British merchants concerned. I have had repeatedly to refer to the question on several occasions, and as I have previously mentioned you the whole history of our Chamber is a record of

## One Long Fight

against similar interference with lawful trade by the Chinese Provincial Authorities, an interference which commencing with opium has not infrequently been extended to other branches of our trade. In past years similar attempts have been nipped in the bud through the prompt action of the British Officials, either in Canton or Peking.

Unfortunately in this case the Consul-General at Canton did not view the matter in the same light as his predecessors, stating that he saw nothing illegal in the Viceroy's proposals, and that so long as no difference was made between native and foreign opium he would make no representations on the subject to the Viceroy unless ordered to do so by his superior officers. The Provincial Authorities having now

## Tasted Blood.

will not lightly give up the fight, and the monopoly still continues, the illegal taxes are still being increased, in spite of the assurance of the Viceroy given to the British Minister that definite instructions have been sent to the Viceroy to discontinue the tax. The result of the negotiations now being carried on is awaited with interest, for, as I have already stated, the principle at stake is more than that of the fate of a single article of commerce, however valuable that particular commodity may be.

## Declaration of London.

As you are aware, a most important agreement has recently been come to between Great Britain and other leading Powers with regard to the vexed question of the laws concerning Naval Warfare. This agreement, known as "The Declaration of London, 1909," has been signed by the representative of His Majesty's Government, and will, we understand, shortly be submitted for discussion in Parliament, before being ratified. This new international agreement is of far-reaching effect, and if accepted will make great changes in neutral trade should another war unhappily break out between any of the Great Powers, resulting in hostilities at sea. That some such agreement is required, I think universally admitted, but it would appear that the terms of the present one will react in the event of war—most seriously and particularly against all sea-borne British trade. The Committee of the Chamber of Commerce having had an opportunity of considering certain papers dealing with the subject, felt constrained to

## add their voice

to that of other British Chambers of Commerce, in protesting against the Declaration in its present form. The question has already been fully discussed both in the Home papers and by our local Press, and therefore most of you are probably fairly well acquainted with the outlines of the question. I may, however, state that the London Chamber of Commerce on receiving the text of the Declaration appointed a special committee under the Chairmanship of Lord Desborough to fully consider the matter. The conclusions and recommendations of this committee were as follows:—

That the Declaration of London should not be ratified in its present form or be made effective by the passing of the Naval Prize Bill now before Parliament. (a) That the effect of the Declaration is to alter the law of nations as hitherto maintained in a manner entirely unprecedented and to expose to capture or deliberate destruction, food supplies

borne to any part of Great Britain in neutral vessels.

(b) That the absence of any provision in the Declaration for preventing the conversion of merchant vessels into commerce destroyers on the high seas constitutes a valid reason for praying His Majesty's Government to decline to ratify the Declaration or to proceed with the Naval Prize Bill.

(c) That the admission of the principle of destruction of neutral prizes would be in the highest degree prejudicial to the interests of this country.

These recommendations were formally adopted by the Council of the London Chamber of Commerce on 14th November last. In order to make the position of H. M. Government plain in the matter, correspondence bearing on the subject was presented to both Houses of Parliament (Miscellaneous No. 4,191).

This correspondence as here published was carried on between the Foreign Office and the following bodies:—The Glasgow Chamber of Commerce, the Leith Shipowners' Society, the Edinburgh Chamber of Commerce, the British Branch of the Naval League, and the Belfast Chamber of Commerce, who together may be taken as well representing the various Committees more directly interested in the

## overseas trade

of our Empire. All these bodies strongly supported the London Chamber in urging that the ratifying of the Declaration would cause great injury to our trade and most seriously affect our supplies of food stuffs and raw materials for our Home manufactures in time of war.

A careful perusal of the Declaration should, I consider, convince any impartial person that this agreement if ratified will far more seriously affect Great Britain than any Continental Power and will therefore place a serious handicap upon us in the event of our being unfortunately engaged in warfare with one of our neighbours. There are other points, particularly the list of articles which it is proposed should be considered

## contraband of war,

to which reference might be made but this is hardly a fitting moment for going fully into details. After a very careful consideration of the documents referred to, the Committee decided to telegraph to the London Chamber of Commerce strongly endorsing and supporting the finding of the Special Committee, and added that we had asked His Excellency the Governor to telegraph an expression of our opinion to the Secretary of State for the Colonies. All of us, residents in Hongkong, having of recent years had personal experience of what Naval Warfare means to neutral trade, must, I feel sure, be united in protesting against the terms of this Declaration. The food question is, of course, of the greatest moment to the British Isles, and under the circumstances it seems difficult to understand how H. M. Government could come to the agreement they have. So long ago as our

## wars with Napoleon I.

this question arose, and it may therefore be worth while here stating that in 1795 Great Britain, being at war with France, declared foodstuffs carried on the high seas in neutral shipping destined for a French port to be contraband and therefore liable to capture. On protests, however, being made by the United States of America, Denmark and Sweden, this was modified to cargoes destined for French Naval or Military Stations.

It seems strange that this humane policy should now have been abandoned by the Great Powers. I have dealt fully with this question, gentlemen, as I feel we should speak in no uncertain voice on so important a matter. We all, or nearly all, have had personal experience of what took place during the

## Recent Wars

of Japan, first with China and later with Russia, while some of us can remember the difficulties which arose in regard to neutral trade during the war between France and China. We can consequently speak of our direct experience and can realize perhaps even more fully than people further from the actual scene of war what these hindrances to trade mean. The Committee trust therefore, gentlemen, that in this

matter they have your fullest and heartiest support. For the steps taken in protesting against the present proposed International agreement. (Applause.)

## Miscellaneous.

Since our last meeting an unusually large number of changes have taken place in our Committee, several old residents in China having left the Far East "for good," as the saying is. While not admitting their departure has been for the good from our point of view, we at least can join in thanking them for valuable services rendered to the Chamber and in expressing the hope that they have many years of happy leisure at Home before them after their years of toil abroad. I would refer specially to Mr. D. R. Law, who has served as Vice-Chairman of the Chamber, to Mr. J. R. M. Smith, Mr. W. J. Gresson and to Mr. H. E. Tomkins.

## The membership

of the Chamber, I am glad to say, has been slightly increased, while the finances show a distinctly improved condition. This is largely, if not entirely, due to the careful supervision and wise economy exercised by our Secretary, Mr. Williams. The contemplated increase in the subscription has thus, I am glad to say, been set aside for the present. There is yet one other matter to which I will refer, but which has not appeared in our report.

You are all doubtless aware that for some time past the Board of Trade and various business houses in all parts of the world have from time to time applied to the Government, or to the Chamber, for information on certain matters with a view to

## developing trade

through Hongkong with our surrounding neighbours. The matter was more or less left to the Superintendent of Imports and Exports who in his turn frequently applied to this Chamber for the necessary information. The result was not altogether satisfactory, and it has now been decided by the Government to issue a business directory for Hongkong, so that a merchant in some other parts of the world who may desire to enter into trade relations with local firms here, by referring to this directory, can readily ascertain those who are engaged in the particular branch of business in which he is interested.

The Government has placed the compiling of the first edition of this directory in the hands of our Secretary, Mr. Williams, and as I believe the compilation of such a directory must assist in attracting business to our Colony, I trust you will all render such assistance as may be in your power, if appealed to, to make the book as comprehensive and therefore as useful as possible.

## The Late King.

I have now said all that occurs to me with regard to our report and accounts. There are, however, two other matters to which reference must be made. Since our last meeting, one of the most notable personages of our age has passed to his rest.

As members of a British Colony, be our nationality what it may, I think it is only fitting that at this the first meeting of our Chamber after this sad event special reference should be made to the great loss which has fallen upon us. By the death of our late beloved sovereign King Edward the British nation has sustained an irreparable loss and this loss has I feel sure been also—if not to the fullest extent—shared by the whole of the civilized world. For very many years, long before he came to the throne, and during his all too brief reign, we know that his late Majesty did all in his power to promote the best and most cordial feelings between Great Britain and all other nations, so many representatives of whom have elected to make their homes in the British Isles or other sections of our Empire. We felt that our loss was theirs also, and no more striking expression of universal sympathy with us could have been shown than that which was witnessed here on the 20th May last, when the whole Colony united in mourning the loss of our Sovereign and in paying their last tribute of respects to his memory. It is like this that binds us together and remind us that though we may be of different nationality, and kindly rivals in trade, we are indeed friends and brothers, fellow residents under the same flag.

## The Chamber's Jubilee.

I must crave your indulgence a few minutes longer while I refer to one matter more. This, gentlemen, as you are all aware, is the fiftieth annual meeting of our institution and I think that on such an occasion some reference should be made to the fact. In order to bring to your notice some of the earlier struggles of the Chamber, I have attempted very briefly in a small brochure to outline the history of the Hongkong General Chamber of Commerce for the first fifty years of its existence. I would like to think that some, at all events, of you have found time to glance over this little pamphlet.

Although I was under the impression I was fairly well acquainted with the history of Hongkong, I confess the study of the mass of documents which it has been necessary recently to peruse has brought home to me more forcibly than I had up to that time properly realised the enormous amount of hard work, honest work, which has been devoted by so many of our predecessors to the problem which confronted them. The result is to be seen to-day. To-day the position of the Chamber as an authority on such questions as fall within our province is, I fearlessly state, unimpeachable, while the

## Growth and Prosperity

of the Colony of Hongkong are chiefly due to the years of devoted and honourable labour of our fore-runners a devotion and labour by which not only we but the whole of our Empire benefit.

It has been suggested, and I most sincerely trust the suggestion will meet with your cordial approval and support, that this event be celebrated by a dinner, and if this meets with acceptance I hope all those who possibly can do so will be present. If this is agreed to, arrangements will at once be made to hold the dinner at any early date, say, within two or three weeks, the date chosen so far as possible to meet the convenience of the majority of the members. This is an occasion, gentlemen, and I think we should rise to it. With these remarks, gentlemen, I beg to propose the passing of the report and accounts. (Applause.)

## The Second's Speech.

Mr. Balloch—Gentlemen, I have been asked to second the adoption of the report and accounts, and I do so with great pleasure. I do not propose to refer in detail to the matters dealt with in the report or in the able and comprehensive speech of our Chairman to which we have just listened with so much interest, but I think I may say that no one can fail to recognise that they are both proof of the vitality of this Chamber and of hard and public-spirited work done by our Chairman and Committee. That such is the case is, I think, of the highest importance and benefit to this Colony. Trade is now recognised as one of the most dominating factors in domestic and international politics.

What is of benefit to trade is the main benefit to the people; whatever, therefore, affects the trade of a country whether in the nature of tariffs, trade routes or security for its free development and expansion must be matter of the gravest consideration to the Government of that country. What is likely to be of benefit or the reverse to trade can best be judged, I think, from the experience and opinions of those engaged in it, and the best means that they have of condensing their experience and giving public expression to their united opinion is through their Chamber of Commerce.

The expressed opinions of Chambers of Commerce must, therefore, carry great weight, and no government that refused to give them its most serious consideration would be entitled to the confidence of those whose interests were placed in its hands. It is then of the highest importance that the representatives of a Chamber of Commerce should be men capable of gauging the true requirements of trade and of discriminating between

## what is vital

and what is merely individual and passing interest. I have no hesitation in saying, gentlemen, that we in Hongkong are so represented. During the past week our Chairman has issued in pamphlet form a history of this Chamber during the fifty years of its existence, and I would like to take

this opportunity of thanking him on behalf of the members for the trouble and care he has taken in producing it and congratulating him on the result of his work. (Applause.) It represents an enormous amount of labour and research, but he must have his reward in a sense of satisfaction at work well done and in the grateful appreciation of all those who are interested in the history of the Colony. (Applause.) The pamphlet shows that this Chamber from its earliest existence has taken an active and prominent part in all matters affecting the welfare of the Colony, many of them matters of high historic interest, affecting not only this Colony but also international and trade relations in the Far East generally.

The annual report for the past year is proof that our present Committee are worthy of their predecessors. The subjects that have been brought before them have been multifarious and of varied importance, but they have all been given careful and intelligent consideration and dealt with according to their merits and importance. On behalf of the members I thank the Chairman, Committee and Secretary for the work they have done during the past year, and I have much pleasure in seconding the adoption of the report and accounts as presented.

The motion was agreed to unanimously.

On the motion of Mr. A. Forbes, seconded by Mr. W. A. Dowley, the Committee were re-elected.

The election of the China Borneo Company, the Bank Line, Messrs. Buns and Loit and Messrs. Connell Brothers and Co. as members of the Chamber was confirmed.

The Chairman said that since the commencement of the meeting, three new firms, the Chinese Engineering and Mining Co., Messrs. J. M. Alves and Co., and Messrs. Olaf Wijk and Co. had been put forward as members. These were unanimously elected.

## The Jubilee Dinner.

The Chairman: That concludes the regular business of the meeting, gentlemen. I will now refer to the proposal to have a commemorative dinner to celebrate the 50th anniversary of the Chamber. We have 142 members on our list, and we have had something like 90 replies and nearly 80 acceptances. I think on the strength of that it is sufficient to show that the majority of members are in favour of the proposal and if that is so we propose to go on with the dinner. The arrangements will have to be considered by the incoming committee, and the first point, of course, is to consider the number of people for whom we can find room. We wish to ask a certain number of the leading officials in the Colony, and his Excellency the Governor has signified his willingness to take the chair. Of course the dinner must be held to suit the convenience of his Excellency, but I hope it will be held within the next fortnight or three weeks at the latest.

I am very much obliged for your attendance, gentlemen, and I thank you on behalf of myself and the committee for the honour you have done us in electing us again. I also take this opportunity of thanking Mr. Balloch and you for the support you have given him, in the very kind remarks with reference to this little book which I have got together, and which I thought would be of interest. (Applause.)

This was all the business.

## OUR DIARY.

Thursday, 23rd March.  
Soldiers and Sailors' Help Society Concert, R. E. Theatre, 8.15 p.m.

Saturday, 25th March.  
Green Island Cement Company Ltd., Meeting, 11.30 a.m.  
Devonian Dinner, Hongkong Hotel.

Hongkong Volunteers' Corps, Annual Inspection.  
Engineers' Dinner.  
Volunteer Sergeants' dinner.

Tuesday, 28th March.  
China Borneo Company, Ltd., annual meeting, 12.15 p.m.  
V.R.C. Athletic Sports, entire close.



## [SPECIAL ARTICLE.]

## MANCHURIA.

SERIOUS SITUATION  
THREATENS THE PROVINCE.  
THE CENTRE OF CRISIS.

It would be difficult to over-estimate the importance of the situation in Manchuria to the development of the Far East. The region has already been the scene of a great struggle undertaken by one party in it for the ostensible reason of preserving the integrity of China. No one is so greatly innocent now as to place much credence on that assertion, and even if there be those who believe that the Russo-Japanese war centred round China's freedom to administer her largest dependency, the present situation north of the Great Wall must give their pause and impel them to recast their opinions. There is a fight in progress in Manchuria to-day as intense, if less openly fierce, as that which followed the meeting of Japanese and Russian, and the protagonists, and their war cry are the same. The integrity of China is simply the excuse for each power actively and strenuously to oppose the unjustified forward movement of the other in order to establish itself. Had Manchuria been a desert land we would not have heard of the difficulties of this administration; its richness alone has called forth a philanthropic spirit in Russia and Japan. And this spirit, or policy, if you will, is being given free vent as a result of the plague. The situation is one that should call for the most careful and determined diplomacy.

At the present moment Manchuria is faced with a very serious situation owing to the ravages of the plague. The people are in dire distress. Trade and commerce are at a standstill, and enormous quantities of cereals are lying rotting at various centres. A few weeks must elapse before the roads are impassable to heavy traffic; the prosperity of the agriculturists and traders is threatened. General trade must suffer in proportion, and as dire a condition of affairs as that which prevailed in Kiangpei after the famine is predicted. The preventive measures instituted by the Russians and the Japanese are reported by observers on the spot to be unnecessary in their rigour. As one correspondent writes, the "plague is being worked politically for all it is worth." In other words, the integrity of Manchuria hygienically is being used as an excuse for the further denationalising of the region. This is a serious matter for every trader on the China coast since, as was recently reported by Mr. W. P. Kerr, British Commercial Attaché at Peking, Manchuria is capable of producing from 300 to 400 million bushels of wheat annually, and therefore its position as the potential granary of the Empire must be preserved. Sir Francis Younghusband, whose connection with the advance on Lhasa does not confer on him any great weight as a prophet of the Far Eastern situation, declares that China is suffering from "swollen-head"; that she is more the aggressor than Russia—and presumably than Japan. Sir Francis, like many another official, or ex-official before him, is laying down the law in ignorance or in indifference to the first factor in the situation—the condition of commercial interests in the region affected. The Chinese administration in Manchuria has shown itself during the past five or six years far from inimical to the open door policy; but the Nowolung General

Chamber of Commerce has on more than one occasion, and in ways in the strongest terms, addressed Sir John Jordan protesting against the policies of the two other dominant powers north of the Great Wall. And this Chamber is not the only body that has so protested, while it is a well-recognized fact among the European traders in the north that difficulties are now placed in their way that previously were unknown, and these are not due to any policy of the Chinese.

The development of China has been a general topic among all classes for some years; but the development of the Far East is a truer description of the situation. The development of Australia, the Philippines, Japan, and Russia is as necessary and as certain to come as that of China. It seems an extraordinary thing that we do not recognise that Russia in Siberia is politically and economically even more of a tottering infant than is China; that she has in that region more work to be done than even her huge army of officials could carry out in a life time, and that, therefore, if the open door policy is adhered to by China, Russia has no excuse whatever for playing the adventurer in the South East. Her interference with the Manchurian administration should be more than that of Great Britain at present, but very much less than she allows herself. Japan has developed beyond her resources, and therefore we can understand her expeditionary policy, but we need not necessarily endorse it. Indeed we may go further and say that with a view to the preservation of the status quo ante bellum Great Britain and the United States owe it to their interests and the interests of the world to oppose the development of the Manchurian situation into a menace to peace. It is no exaggeration to say that it is being so developed. A few weeks ago, the "Telegraph" in its editorial columns stated that "the actual points at issue between Russia and China were not of sufficient importance to justify recourse to force." We are glad to see that the London "Times," as reported in the papers received by yesterday's mail, uses almost identical language to sum up the situation. It is, indeed, very doubtful if Russia lays much stress on any or the other on the consular representation she so urgently demands. Her action, as well as the continuous, unwavering movement of Japan is directed towards the partition, "under the rose," if not actually, of Manchuria, and this is a policy that should be opposed with every nerve and with all possible force by the Powers. Our friendship with Japan—a mistaken friendship some think—is not worth one millionth part of a friendship with China, and apart from any moral considerations which should urge us to support a country that is just now tottering to its feet after years of a partly, our interests are too closely bound up with her integrity to permit us to sit down while clumsy diplomacy forces her into unreasonable international difficulties. The stipulations of the Treaty of Portsmouth, except as regards the actual cessation of hostilities, were a dead letter twenty-four hours after they were signed. It should be our endeavour to supply the Powers concerned with the moral incentive to carry out these stipulations even at this late hour.

Rev. James Hamilton.—One does not often find good business qualities conjoined with academic attainments.

Miss Clementina Black.—All legislation must rest on a foundation of trustworthy information and facts.

Bishop of Chichester.—I know of nothing more sad than a child's face with lines upon it.

Prof. Gregory.—If students of science confine themselves to a dismal record of facts they miss the best part of science—its romance.

Mr. Daniel Frohman.—I am ambitious to see the art of acting scientifically developed through a university course.

## THE REVIEWER'S TABLE.

THE BEGINNINGS OF  
EMPIRE.

It is unfortunate that, for technical reasons, the second volume of this admirable work appears before the first. The author tells us that, in his first volume, he records the general development of the joint-stock system in Great Britain and Ireland up to 1720, bringing it into relation with the chief social, industrial, and commercial tendencies which influenced it; while the present volume deals with several groups of companies, all of which were related, comprising those formed for foreign trade, colonising and kindred objects, fishing and the extractive industries. Thus the reader is plunged into a difficult subject, without the preliminary general view which is almost indispensable. How useful, for example, in reading this second volume, would have been a general comparison between the joint-stock principle and the regulated company, and some account of the way in which the two systems arose, and their relations with the guilds of medieval and Tudor times. All this will no doubt be explained in the first volume; in the meantime, the second contains a great deal that is of the deepest interest, not only to the political economist, but to the student of our Empire's history.

Dr. Scott has set himself to lay bare the financial springs and organization of the companies of merchant adventurers who made England a sea-power, and created her first Empire. There is a whole world of romantic significance in such more names as, for example, "the mystery and company of the Merchants' adventurers for the discovery of regions, dominions, islands, and places unknown." It was thus that the group of London merchants, who determined in the year 1553 to send a trading expedition by the North-East Passage to China, prompted thereby by the enthusiasm of Sebastian Cabot, laid the foundations of the first of the great English joint-stock companies for foreign trade. "Previously," says Dr. Scott, "the regulated companies had been organized so as to enable certain individual traders to prosecute their business, either personally or through their factors, within certain specified limits." But this being a more ambitious attempt, a higher organization was thought necessary, and the necessary ships were bought by subscription, each man providing an equal sum, in some cases £25 each, and all sharing alike the enormous risks of these foreign adventures. Monopoly, too, was the recognised means of giving the national aid to these public enterprises. Royalty was often taken into partnership, and Queen Elizabeth was a large shareholder with the "merchants' adventurers for Guinea." The need for monopoly at this stage in our imperial development is shown, by the way, in the damage done by Hawkins to the Guinea trade, when he took to the slaving business. Dr. Scott gives a highly interesting account of the terminable stock system as it affected the East Indian trade; but he might, with advantage to the interest of his work, have taken a wider view, and compared the admirable organization of the Dutch company, which, on a national and permanent basis, was able to organize an Empire, and build forts where the British companies, with their terminable stocks, could think no further than the end of their voyages.

Dr. Scott does a service to history by disentangling the relations of Charles I. with the East India trade. Charles, after attempting, without success, to follow the role of Elizabeth, and obtain a share in the company, connected himself with the interlopers, a connection which did great harm to the trade, and reacted adversely on Charles's own fortunes. There is much else of interest in the volume—the mingled "tragedy and farce" of that great Scottish enterprise, the Darien Company, for example, and the English companies to settle Virginia, Somers Island, and Ulster. Altogether, it is an ad-

mirable piece of work, and our only regret is that Dr. Scott has thought it necessary to keep his nose so close to the grindstone. This much said, his accuracy and the painstaking nature of his research are beyond praise.

"The Constitution and Finance of English, Scottish and Irish Joint Stock Companies to 1720." By William Robert Scott. Vol. II. (Cambridge University Press). 15s. net.

## BOXING.

Jack Johnson, the premier boxer of recent times, is at present at San Francisco, but, as an American writer says, he isn't there looking for any matches.

Automobile racing is bothering him more these days than the prospect of a bout with some new "white hope," and he declares very frankly that he has come to California for the rest that he thinks is his due, following practically eight months of theatrical work, that came right on the heels of his engagement in Reno with Jim Jeffries.

Johnson looks bigger even than when he came to California almost a year ago to go into training for Jeffries. He claims, however, that he is at 233 pounds, his normal weight.

The Chicagoan isn't addicted to talking fights these days. He says what everybody knows, that there is no one in sight to give him a match, and consequently no big purses being offered. He says he is willing enough to meet any heavyweight in the world for six rounds, twenty or any distance, but that he must be shown a sufficient inducement.

"I don't see any promoter offering any purse for a match," he complained. "I saw Rickard in Chicago, but there was nothing doing with him. I talked with McIntosh, but he didn't mention any sum that he was willing to give. I am willing to meet any one for \$30,000, but I would be foolish to take a small sum when I can make from \$1,000 to \$1,500 a week on the road in theatrical work."

"When are you going to retire?" I asked him.

"Oh, I don't know," he chuckled contentedly as the ferry-boat was hustling across the bay; "I guess I'll have to wait for some new hope. You haven't got any hopes out here, have you?"

"I'm going to race my car," he added. "I want to have a real rest before I settle down, and here is a good place. I have a car now that can take the measure of Barney Oldfield, and if he wants a race with me he can have it, with a side wager up to \$2,500. Later I will go to Europe, and then back to Chicago. This fellow Carl Morris; that new hope, is a joke. I would back anybody to beat him. Why, he even dodged poor old Mike Schreck. I don't see any one in sight, so what is the use of worrying or working. I cancelled eight weeks on the road just to get out of that cold country and into California."

"Jeffries?" I don't think he wants any more. Oldfield has been revamping the dope stories just to get some advertising for himself. Jeff boxed better than I expected, he would for a few rounds, and it was that uppercut and the jab in the eye that doped him. Nothing else."

Jack still has faith in Walter Monahan, who has gained considerable weight. The champion says that Monahan did very well considering his inexperience, in his match with George Cotton, and that but for the clinching the San Franciscan might have won. Walter is open to meet any ambitious heavyweight on the Coast.

Johnson likewise pleads guilty to having saved much of the money he made at Reno. "They can't get this chicken," he declared. "They are not going to have me down and out. There is only one chance. If anything should happen to that bank of mine it would flatten me, and I can tell you they wouldn't need to arrest the president. I would attend to that little matter myself."

## STREET VENDORS.

HOW THEY PLAY THEIR  
CALLING.AN HOUR AMONG THE  
CROWD.

"Now then, gentlemen, walk right in. Any number of novelties for your selection to-day. Here's one in the shape of a wireless telegraphy instrument invented by that famous gentleman Marconi. Any one of my customers care to inspect it?"

And with this invitation, the auctioneer who has many and varied articles to dispose of perhaps in a small shop, or may be in the open air, collects a small knot of interested spectators, "all eyes" for a bargain, around him. They have been attracted by the measured ring of a heavy auction bell, eager to see what the wonderful novelty might be. But the novelty suddenly sinks into oblivion, having served its purpose in gathering the crowd, and the vendor proceeds on his mission.

"I want, three, speculating young sports," he declares, "to hand in the mere acknowledgment of half-a-crown for the contents of this box. Mind you, gentlemen, I am not going to say what is in it; there may be jewels of priceless value, there may be a valuable trinket, and there may be—nothing. But just to see who have the money, and are not frightened to take a speculating chance I am going to sell—three—and three only—of these precious packets."

"I thank you, gentlemen," and three "speculating sports" pass in their coins.

"Now, my friends, I have a surprise for you. I am going to make you a gift of those packets and return your money."

Smiling and satisfied, the three take their "gift," and the speculating half-crown. Probably they leave the crowd, satisfied with their bargain, perhaps they will remain to pick up such another chance of a lifetime.

"Now, then, gentlemen, here's a splendid chance for you," ventures another vendor. "A silver-mounted pipe with pure amber mouth-piece. What a chance for a speculating young man? And now I'm not going to ask you 10s for it, even though the selfsame article is marked in shop windows at 12s 6d. Yes, I was thinking of saying 7s 6d, but even that is more than I'm going to ask you. No! not even 6s, but is there any gent in the crowd who'll take the pipe at 5s?—That gentleman over there? No? Why, sir, it's a gift at the price. Well, I've only got a few of them left," he assures the crowd, "and just to clear them out, will anyone take one at four bob? No? Three bob, then, oh?—Why, sir, the pipe is worth a quid. You can sell the silver off the top any day for more than that, and why, bless me soul, the case would cost eightpence. Well, then, for the last time—mind, it's your last chance, gentlemen—will anyone give me half a crown for one?"

"Ah! I thought so. There's a man who knows a bargain when he sees one. It's the best pipe you ever got in your life for the money, sir," he comments. "Thank you."

"Another one over there? Large or small did you say, sir? Large? Right!"

And the auctioneer reaps in the coins, till fully a dozen of the articles have been disposed of.

A violin, bow, and case are "put up," and a would-be musician—minus the long hair and absent-minded gaze, but clad in workman's attire—seizes the "offer" for the modest sum of "ten bob." He is pleased with his purchase.

"Simply giving the things away," he confidently assures a friend, with a nod of satisfaction, as he passes into the street, a "full blown" violinist in everything but the tuition.

Another individual offers a little knot of spectators "the famous scented handkerchief for threepence."

"They will scent your handkerchief," he assures you; "sweeten your tobacco pouch, and freshen the wardrobe."

Well versed in the origin of the articles he trades in, he proceeds to give their history. "Stowed away in a sealed jar in the Queen of Sheba's private dressing-room for many hundreds of years," he begins, "these famous scented baits have a long and interesting record. They were taken from the tomb of an

Egyptian mummy some thousands of years ago, and presented to the Queen, who was a great admirer of rare and precious perfumes."

Their coming into the present owner's possession through those many hundreds of years is a history too long to relate, and inquisitive purchasers must be content with the fact that they are in his possession, and not pursue the argument further.

Thus these vendors, whose goods embrace a collection from pen nibs to repeating rifles, "talk through the day" with a monotonous, nasal "twang" and dodging about from pillar to post, always creating sufficient interest to attract a small group of onlookers, some of whom may be in a "speculating" or purchasing mood; while others, perhaps, prefer to remain interested—or may be specially employed—spectators.

NEW APOSTLE OF  
CHEERFULNESS.MAN WITH MISSION TO  
KILL WORRY.

If you are worrying about anything or anything think of something pleasant, and smile.

The apostle of cheerfulness has arrived! A "Morning Leader" representative ran him to earth in a tiny office situated above a clothing emporium near Victoria station. The Cheerful Man carries with him no rooms of literature; he has no joke books to sell, nor patent medicines that will cure the ills of dyspeptic humanity. At present his scheme is but in the embryonic stage, the contents of his office are but a neat table, a typewriter, some note headings, and—the Cheerful Man himself.

THE "CHEER-UP" OFFICE.

And he is really and truly in earnest. A blue-eyed, fair-haired University man of about 25, with means of his own and a home down Sussex way, he intends journeying to town every morning to attend to correspondence at the "Cheer-up Office" and endeavour to infuse a little happiness into lives saddened by troubles—medical, legal, or otherwise.

"Yes," he said, "I am hopeful of doing some good. There is a deal of trouble in the world that can be alleviated by judicious handling, and I really think that, with the assistance of a legal and medical friend—though I am conversant with much connected with both professions myself—we may unravel many a tangle and bring some cheerfulness into lives that need it greatly."

As one inquiry may entail a deal of correspondence, the apostle is asking a small fee—for even apostles can't evolve postage stamps from thin air. In the event of the Cheer-up Office being unable or unwilling to deal with the case, money will be refunded. "No," said the Cheerful Man in reply to a further inquiry, "I do not intend to make a commercial venture of the thing. If I can pay expenses I shall be well satisfied."

It may happen occasionally that the Cheerful Man's views may clash with those of whom he essays to advise. "I shall express myself in every case as I would to a friend, but if my views do not meet the approval of the inquirer then, of course, I am not to blame. After all, latter-day apostles are but human."

THE CULT IN AMERICA.

In America, it was explained, the cult of the cheerful has attained to the distinction of a fine art. There are smile clubs and smile badges galore, and clubs that make you discern the happiness of falling over a banana skin. London needs to be educated up to the American standard. As the Cheer-up advocate says:

Pain is not so terrible when you realize that all human beings bear and share it. The world is a strife—for harmony.

The clergy teach cheerfulness, but they go about it the wrong way. Here is a man who aims at bringing harmony into the life of the inquirer at the cost of a modest postal order. "If," he says, "you are not successful in vanquishing your disharmony single-handed, and you cannot discuss matters with a friend, a complete stranger may be able to tell you."

## Intimations.

## LITHOGRAPHY

## PRINTING

## EMBOSSING

## ENGRAVING

## RUBBER

## STAMP

## MAKING

## &amp;c, &amp;c.,

## ARE SOME OF THE

## DEPARTMENTS

## OF THE

## "South

## China

## Morning

## Post" Ltd.

## LARGEST AND

## MOST MODERN

PLANT IN THE  
COLONY.CHINESE  
CALENDARS

## SPECIALTY.

## Des Vaux

## Road,

## Central,

## HONGKONG.

Established 1841.







## Shipping—Steamers.

CANADIAN PACIFIC  
RAILWAY CO'S  
Royal Mail Steamship Line.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c.

(Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong To St. John, N.B., &c.  
"EMPRESS OF CHINA" SATURDAY, APRIL 8TH.  
"MONTEAGLE" TUESDAY, APRIL 18TH.

From St. John, N.B., &c. To Hongkong  
"EMPRESS OF IRELAND" FRIDAY, MAY 5TH.  
From Quebec To Hongkong  
"ALLAN LINE" FRIDAY, MAY 26TH.  
"EMPRESS OF JAPAN" SATURDAY, MAY 20TH.  
"EMPRESS OF CHINA" SATURDAY, JUNE 10TH.  
"MONTEAGLE" WEDNESDAY, JUNE 28TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B., or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as equal to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials posted in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (terminal Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £44.

Via New York £46.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—  
D. W. CRADDOCK, General Traffic Agent,  
Corner Pedder Street and Pava (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROTECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On  
SHANGHAI, Kobe & Moji, FUKUOKA, etc. Wed. day, 22nd Mar., 8 a.m.  
TIENTSIN via SWATOW & WINDAWA CHONGSHING, Wed. day, 22nd Mar., Noon.  
SINGAPORE, PENANG AND CALCUTTA KUTSANG, Wed. day, 22nd Mar., Noon.  
MANILA, CEBU & ILOILO, LOONG SANG, Saturday, 25th Mar., 2 p.m.  
SHANGHAI TINGSANG, Sunday, 26th Mar., 4 p.m.  
SINGAPORE, PENANG & CALCUTTA LAISANG, Tuesday, 28th Mar., Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).

The steamers "Kutsang," "Nansang," and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.  
Telephone No. 215.  
Hongkong, 21st March, 1911.

## BANK LINE, LTD.

PROPOSED SAILINGS FROM HONGKONG FOR  
VANCOUVER and SEATTLE via  
SHANGHAI and JAPANESE PORTS.

Steamer	Tons	Captain	On or about
"STRATHGORD" .....	3,380	Lamont .....	18th April
"SUVERIC" .....	6,232	F. S. Cowley .....	4th May

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Orion" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED,  
KING'S BUILDING, Praya Central.

Telephone No. 780.  
Hongkong, 17th March, 1911.

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## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	KANAGAWA MARU, Capt. O. H. Butler, T. 7,000 HIRANO MARU, Capt. H. Fraser, Tons 9,000 TANGO MARU, Capt. K. Kawara, Tons 8,000	THURSDAY, 23rd March. WEDNESDAY, 29th Mar., at Daylight. WEDNESDAY, 12th April, at Daylight.

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU, Capt. B. Koni, Tons 7,000	SATURDAY, 25th Mar., for KOBE

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOICHI & YOKOHAMA	INABA MARU, Capt. Tomimaga, Tons 7,000 TAMBA MARU, Capt. K. Noda, Tons 7,000	TUESDAY, 24th Mar., at Noon. TUESDAY, 25th April, at Noon.

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6,000	FRIDAY, 14th April, at Noon.

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
SHANGHAI, MOJI & KOBE	BINGO MARU, Capt. S. J. G. Parsons, Tons 7000	WEDNESDAY, 29th March.

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
NAGASAKI, KOBE and YOKOHAMA	RUMANO MARU, Capt. M. Winckler, Tons 6,000	WEDNESDAY, 12th April, at Noon.

DESTINATIONS.	STEAMERS.	SAILING DATE, 1911
KOBE and YOKOHAMA	AKI MARU, Capt. K. Honma, Tons 7,000	THURSDAY, 30th Mar., at 11 a.m.

† Fitted with new system of wireless telegraphy. † Cargo only.

\* Carries deck passengers. † Omitting Peking.

## PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.			
Steamers.	Tons Leave Hongkong	RATES OF PASSAGE	
Hirano Maru	9,000 29th March	To London, per New Steamer	1st class Single...Y550
Tango	8,000 12th April	"	Return... 825
Kamo	9,000 26th "	"	2nd class Single... 360
Aki	7,000 10th May	"	Return... 510
Mishima	9,000 24th "	"	Old Str. 1st class Single... 600
		"	Return... 750
		"	2nd class Single... 340
		"	Return... 495

With option of rail between calling ports in Japan.  
Connecting with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.  
From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.  
For further information as to freight, Passage Sailing, &c., apply to  
T. KUSUMOTO,  
Manager.

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To SAIL.
AMOI & SHANGHAI	"WUHU"	22nd Mar., 3 p.m.
HAIPHONG	"SINGAN"	23rd " Noon.
SHANGHAI	"LINAN"	23rd " 4 p.m.
AMOI & SHANGHAI	"ICHANG"	23rd " 4 p.m.
SHANGHAI	"CHINHUA"	25th " 4 p.m.
MANILA, CEBU & ILOILO	"KAIFONG"	28th " 4 p.m.
MANILA, ZAMBOANGA & AUSTRALIAN PORTS	"TAIYUAN"	10th April, 4 p.m.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, CEBU & ILOILO, "KAIFONG" 28th " 4 p.m.

STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

## SHANGHAI LINE.

PAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenan, Linan, Chihua), with excellent passenger accommodation. Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage apply to

BUYTERFIELD & SWIRE.

Telephone No. 15.  
Hongkong, 20th March, 1911.

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## Shipping—Steamers

## HAMBURG-AMERIKA LINE

IN CONJUNCTION WITH

Deutsche Dampfschiffahrts Gesellschaft "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES

to  
Marseilles, Havre, Antwerp, Rotterdam, Bremen, Hamburg and New York.

Taking cargo at Through rates to all European Northern Continental Ports, London, Liverpool, Glasgow, etc., Trieste, Naples, Genoa, Ports in the Levant, Black Sea, Baltic, American and African Ports.

## Next Sailings from Hongkong:

OUTWARD.	HOMEWARD.
For Shanghai, Kobe & Yokohama:	For Bremen, Hamburg & Antwerp:
"Sagami" 21st March	S.S. Ambra 23rd March
"Suifu" 7th April	For Havre, Rotterdam & Hamburg:
"Bayern" 20th April	S.S. Preussen 30th March
"Friesland" 6th May	For Rotterdam & Hamburg:
"Scandia" 13th May	S.S. Alois 10th April
"Slovenia" 4th June	For Marseilles, Havre & Hamburg:
	S.S. Rheinisch 16th April

For Further Particulars, apply to—  
Hamburg-Amerika Linie,  
Hongkong Office.

Hongkong, 20th March, 1911.

[900]

TOYO KISEN  
KAISHA

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINE.

## SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada, and with Trans-Atlantic Lines for Europe.

PROPOSED SAILING FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
† Chiyu Maru	21,000	W. W. Greene	Friday, April 11, 1 p.m.
† America Maru	11,900	A. G. Stevens	Friday, May 5, 1 p.m.
† Tenyo Maru	21,000	E. Bent	Friday, May 12, 1 p.m.
† Nippon Maru	11,000	L. S. Smith	Friday, June 2, 1 p.m.

† Triple Screw, turbine engines. \* Twin Sorews.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be dispatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and HONOLULU, on FRIDAY, the 11th April, at 1 p.m.

## SOUTH AMERICAN LINE.

(In connection with NATIONAL RAILWAY of Mexico at MANZANILLO).  
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

Steamer	Tons	Captain	Date of Sailing.
Buyo Maru	10,500	K. Hashimoto	Wednesday, April 19, 1 p.m.
Hongkong Maru	11,000	H. Hinojosa	Saturday, June 17, 1 p.m.
Kiyo Maru	17,200	H. Nishi	Tuesday, Aug. 15, 1 p.m.

THE Steamer "BUYO MARU" will be dispatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG.

TO SAN FRANCISCO	45-0-0, Single
" NEW YORK	60-0-0, "
" LONDON	71-10-0, "
"	120-0-0, Return 6 Months
"	125-0-0, " 21 "
" SALINA CRUZ or MANZANILLO	420-00, Single
" VALPARAISO	Yen. 570-00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only).

These magnificent steamers are most up-to-date and luxurious in every way.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Sorews. Record Speed 21 1/2 knots.

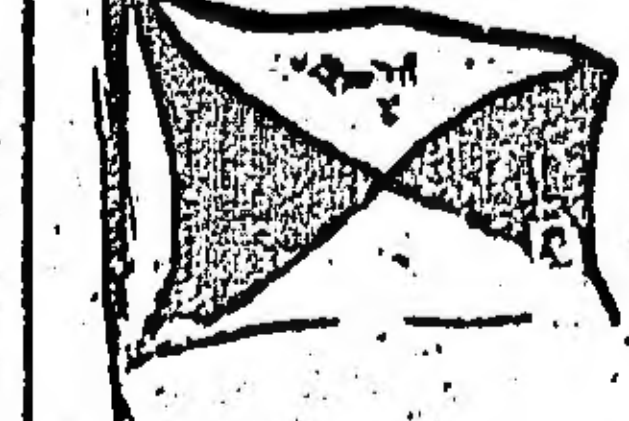
Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, Local Manager.

KING'S BUILDING (Opposite Blake Pier).

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HONGKONG—  
PHILIPPINES.

PHILIPPINES  
STEAMSHIP CO.

Steamship	Tons	Captain	For	Sailing Date.
RUBI	4000	S. Crosby	MANILA, CEBU & ILOILO	THURSDAY, 30th Mar., 4 p.m.
ZAFIRO	4000	M. C. Smith	MANILA, CEBU & ILOILO	MONDAY, 10th Apr., 4 p.m.

For Freight or Passage apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 21st March, 1911.

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WISDOM WHILE YOU  
WAIT.

Sir Benjamin Johnson.—The garden suburb may be only pecking at a big problem, but it is far better to peck at it than merely to sniff at it.

Sir William Allechin.—A district nurse is more valuable than an Act of Parliament.

Mr. J. C. Freund.—Conservation as an art among refined people and as a habit among ordinary persons is not so much practised by Americans and English as it is on the Continent.

Bishop of Stepney.—So-called labor-saving devices, such as telephones, taxicabs, and private secretaries, merely enable a man to crowd more work into a day, and make life more strenuous.

Dr. T. Clavey Shaw.—I doubt if 50 per cent. of the people who are married are really fit for it.

Bishop of Worcester.—Never yet does there seem to have been a time of more restless intellectual activity than now.

Lord Plymouth.—It is for the benefit of art that there should be international comparison and exchange of opinion.

Mr. H. Catlin.—Every child has the right to an education suited to his intellectual capacity, and not merely to the depth of his father's purse.

Rev. A. E. Oldroyd.—A tendency to decay and oppose all authority is a lamentable feature of the present age.

Duchess of Somerset.—It should not be possible for any man, woman, or child to die of starvation in London.

Mr. J. F. Cooke.—In music haste always spoils ruin.

Archdeacon of Sudbury.—Every ordinary man is apt to think that he is one of the exceptions.

Mr. J. A. Browne.—The busiest thing in the world is idle curiosity.

Miss Pascoe.—As a rule, woman is more untruthful than man.

Mr. A. C. Plowden.—A policeman is almost snared to touch him is profanity.

Lady Stout.—It is a very fortunate household where husband and wife quarrel only once in five years.

Mr. Cecil Chapman.—As we have become more civilised, we attach more value to gentleness in a man and natural courage in a woman.

Bishop of Whitley.—Every race which has failed to retain the purity of its home life has fallen, sooner or later, into decay.  
Mr. S. Tyler.—The subject of English literature has not yet come into its own in our schools, owing to the boggy of examinations.

Sir Hubert Parry.—We have got an inexhaustible passion for the music of foreigners; and the funny thing is that foreigners say we are not a musical nation.  
Mr. L. D. Jones.—There is no nature so small or so obscure but that the loss of its national characteristic and traditions would be a loss to the world.

Sir James Moody.—There is no holiday so free, nor giving such brain rest, as dawdling the time away in a caravan.

Rev. J. Chatteris Johnston.—Brains were never of more value than in the present day.

Rev. Norman Smyth.—Ours is not merely the age of democracy; it is the dawn of a new era of social co-operation.

Mr. Elbert Hubbard.—Brevity is not only the soul of wit, but the soul of art and every good thing.  
Mr. Andrew Carnegie.—Most millionaires' wives are unhappy; they have too many luxuries and no mental resources to fall back upon.

Sir Gilbert Parker, M.P.—Knowledge is only useful when it can be applied; and if the idle rich are an offence, the idle scholar is a still greater offence.

Prof. Lloyd Morgan.—"Playing the game" is about as good a definition of the quintessence of morality as can be given.

Mr. G. K. Chesterton.—There is only one thing the matter with the poor; and that is that they have no money.

Sir Henry F. Hibbert.—It would be as easy for a fishing smack to stop a Dreadnought as for an uneducated people to compete successfully with an educated people.

Rev. T. W. M. Land.—Nothing is more merciless than slander.

Mr. John M. Robertson, M.P.—I am tired of seeing the destinies of my country



## WEALTHY BEGGARS.

1,400,000 A YEAR TO MENDICANTS.

## SPECIALITIES FOR DECEIVING THE PUBLIC.

London may well be described as the beggars' paradise. It is computed by those who are in a position to judge fairly accurately, that 1,400,000 is given away in the streets of the metropolis every year to professional mendicants, who live by the casual charity of persons upon whose sympathies they play. The skilled beggar, in fact, can earn more than the ordinary industrious working man. If the London mendicant cannot make 30s a week, he is not considered proficient in his "art," but many highly "skilled" beggars have even a larger income than that. It is the begging-letter impostor, however, as distinguished from the street beggar, who has the highest "salary."

The men who are adept at writing begging-letters are, as it were, the aristocracy of mendicancy, and frequently they earn as much as 15s, or even 18s a week. The total number of begging-letters received by the London Mendicity Society in 1908 was 1358, which, with those already in possession of the officials of that organization, makes a total of 238,038. Nor is it surprising to be told that about 28 per cent. of the letters of those letters were other impostors, and that only about 13 per cent. were deserving of help. The most successful begging-letter writers are undoubtedly persons who have, at one time or another been in the service of noble families.

The "gentlefolk" beggars are well known to the police, and the officials of the Mendicity Society. There is the man who sells matches, and has the air of a thoroughly broken-down military officer, who has struck hard luck. His bearing is perfect, his features are refined; he wears an ancient silk hat, cracked patent leather boots, and the shabbiest black suit of West-End cut. Pridelands and snuff are mingled in his face as he offers you a box of matches. He never begs—he would not think of doing so—but he excites the sympathy of passers-by, who slip silver coins into his hand, and refuse to take his matches.

## 15 A WEEK FROM SHAM PARALYSIS.

Three or four years ago the Mendicity Society investigated the case of a man who excited public sympathy by his apparent paralysis. His disease turned out to be entirely fraudulent, but on the strength of his miserable appearance he had been making as much as 15s a week from a sympathetic public. Frequently a beggar makes quite a respectable income by trading on his infirmities. In a case which came before the magistrate at Old-street Police Court, the wife of a man who crawled into the dock on two crutches, and was said to be a well-known character in the West End, stated that at the close of the evening's "work" they had a drink together, after which they would drive home in a cab. That was the regular procedure after a "good day," and sometimes the occasion was celebrated to such an extent that the man would arrive home drunk.

The street beggars of London are an interesting study. Every year between 2000 and 3000 of the most incorrigible of these parasites in London pass through Marlborough-street Police Court. Most of them are in possession of money when arrested. One man, who appeared to be in abject poverty, when taken into custody recently, had 147s concealed in a belt, and had besides a sovereign, a shilling, and some coppers in his pocket. His specialty for deceiving the public was fits. He chose a quiet suburban street, where the police were far apart, and with the aid of a piece of soap in his mouth, managed to throw himself into a condition closely resembling a fit. Another beggar, who was caught by the late Mr. Joseph Bosley, the London Mendicity Society's champion officer, who was known to the professional begging fraternity as "The Terror," was found to be earning 1,300 a year from his West End "practice." In the coat pocket of another 17 in gold, 14 10s in silver, and 1s 3d in coppers was found.

## DEAF AND DUMB IMPOSTORS.

Most people are familiar with the stories of supposed deaf and dumb beggars, who excite the sympathy and help of a credulous public. Not long ago a Church Army officer was accosted by an elderly man and woman. The man, bearing a card with the words, "Totally Blind," printed on it, was being led by his companion. The next day, in another part of London, the official was again stopped by the same couple. This time the woman was "blind," while her companion acted as guide. The best-paying role for the woman professional is begging with twins in arms. The so-called twins are frequently of different parents, and of different ages, but such trifles are not worth considering. The man, whose sympathy is aroused by the "forlorn" appearance does not stop to inquire into the age and pedigree of the babies, and the "mother" is sure to have a good harvest at the end of the day. Of course, she has to deduct from her earnings the cost of hiring her babies, which in summer she can get for about 2s a day; but in snowy weather there are often not enough babies procurable, and a very high price is charged. Even with those deductions the woman who knows her business well will make for herself 15s to 20s a day.

## ARMIES OF BEGGARS.

The statement made a few months ago at the Thames Police Court by a Russian alien, that he belonged to the "International Society of Professional Beggars," which forbade him to work, shows that mendicancy is by no means confined to London. In Paris there are thousands of men and women who make their living by begging. But in France the mendicants conduct their "business" on a properly-organized system. The most remarkable trade union in existence was formed some time ago at Marseilles by beggars, for the suppression of unqualified practitioners. Statutes and by-laws were drawn up, and it was decided that only French subjects, with genuine malformations, or scars, could be admitted to membership. The town of Chateaufort-sur-Marne was recently invaded by an army of beggars, all of whom seemed to be afflicted by infirmities. The mendicants were largely of Spanish origin, and when the beggar-chief was arrested a search was made of his van, which was found to contain a large quantity of appliances, used in simulating infirmities, and 1120 in money, collected by members of the gang during their begging expeditions. There was also evidence to show that the beggar chief had sent 1,400 to various correspondents who, it was conjectured, were agents of a great international begging association.

## VIENNA SEEMS TO BE ANOTHER PARADISE FOR BEGGARS.

For there it has been proved that no fewer than 32,000 mendicants make a better living than ordinary workmen.

## FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

司公隆廣李

CABINET-MARKER AND ART DECORATORS.

from Shanghai, has re-opened the FURNITURE STORE

at

No. 51, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

## WHERE HIGH-CLASS FURNITURE OF EVERY DESCRIPTION CAN BE MADE TO ORDER IN ANY DESIGN REQUIRED.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Pines, and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

MISS A. S. WATSON & CO., LTD. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & CO., 13th May, 1891.

ORDERS punctually attended to and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 8th August, 1908.

## Entertainment

## THE BIJOU SCENIC THEATRE.

(FLOWER STREET.)

Miss May Maxwell ..... BALLADIST  
Miss Grace Vyene ..... SERIO and DANCER  
Miss Vera Ferrace ..... COMEDienne  
Mr. Bob Stephenson ..... HUMORIST

and

THE BIOMARA.

Hongkong, 9th March, 1911.

[737]

## Intimations.

## REASONS WHY

YOU SHOULD SEE US FOR YOUR OPTICAL NEEDS.

Our Experience extends over a period of fifteen years of successful business.

We Spared No Expense in equipping our offices with the latest and best appliances for measuring eye defects or turning out perfect lenses.

You Owe It to Your Eyes, to visit the place that is prepared and equipped to do the best grade of work. Our optical parlors are the best in South China.

Lenses are Ground and Polished on the premises. Call and see our machinery in operation.

Philippine  
Offices  
70, Escala,  
MANTILA.  
HOTEL MANSIONS  
HONGKONG

## WEISMANN, LIMITED.

BAKERS

CONFECTIONERS  
CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 6th March, 1911.

[497]

THE BRITISH FOREIGN  
IMPORT & EXPORT COM-  
PANY, Central Buildings, Liverpool,  
England, is prepared to receive Con-  
signments of Local Produce on best  
terms.

JUST UNPACKED  
A New Consignment of  
ARTIFICIAL WREATHS  
in  
PATENT DOME CASES.

Simple, Strong, and Effective.

At Special—Moderate Prices.

C. E. Warren & Co.

30 & 32, Des Vœux Road,  
Central.

Hongkong, 5th Mar., 1911.

[874]

TSANG KWONG  
COMPANY.

ELECTRICAL AND GAS  
CONTRACTORS.

230, Des Vœux Road Central.

Telephone No. 699.

Hongkong, 2nd Jan., 1911.

[74]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES AND

TOILET REQUISITES

FOR SALE.

13, D'ARQUILLAS STREET, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,  
FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships,  
Engines, Boilers, Railway Rolling Stock, Bridges, and all  
Classes of Engineering, Iron and Wood Work  
Electrical Drives, Hydraulic and Pneumatic Tools,  
installed throughout the Works.

50-ton Hydraulic TESTING MACHINE  
for Chains, Wire Ropes, Rivets  
and Metal Specimens.

GRAVING LOCK  
78 ft. by 34 ft. by 34 ft. 6 in.  
Pumps empty Dock in  
2 3/4 hours.

THREE PATENT SLIPWAYS  
taking vessels up to 3,000 tons  
displacement, providing conditions for  
painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—  
ELECTRIC OVERHEAD CRANES THROUGHOUT  
the Sheds Raising up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery,  
Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA & JAPAN.

## Entertainment

"THE EMPIRE"  
CINEMATOGRAF THEATRE.  
Des Vœux Road Central  
(Opposite the Central Market).

From FRIDAY, 17th Mar., 1911,

and

For a Few Nights only,

Also at

MATINEES on SATURDAY 18th

and SUNDAY 19th.

The Grand Dramatic Fantastic Film,

2,000 Feet long.

One of the Best Coloured Productions

of Pathé's Cinematograph

"FAUST."

THE DONNELLYS

A Big Novelty and The Champion

Dancers.

Come and admire the Marvellous

Dancer, The Queen of the

Infantile Artistes,

KITTY DONNELLY.

Denis Carney, Comedian.

Hongkong, 16th Mar., 1911.

[862]

"VICTORIA" SKATING

RINK.

On account of the ILLNESS

of

Mr. P. MADAMAGA

The Race on Sunday is

cancelled.

Hongkong, 19th Mar., 1911.

[890]

## 'PHONE

482.

## HONGKONG

## MOTOR

## GARAGE.

## Try Our

40 H.P. CLEMENT CAR

6 SEATS

\$8 ... .. An hour

21 H.P. RAMBLER CAR

4 SEATS

\$7 ... .. An hour

12 H.P. REO CAR

3 SEATS

\$6 ... .. An hour

We Repair

CYCLES,

TYPEWRITERS,

MOTORS,

AT

REASONABLE PRICES.

DRAGON CYCLE

DEPOT

63, Des Vœux Road Central. [46]

## Shipping-Steamers.

## DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days)

STEAMSHIP. CAPTAIN. LEAVING.

Haiyang... Capt. A. E. Hodgins... TUESDAY, 21st March, at 11 A.M.

Haitan... Capt. J. W. Evans... FRIDAY, 24th March, at 11 A.M.

Haiching... Capt. W. C. Passmore... TUESDAY, 28th March, at 11 A.M.

FOR SWATOW AND RETURN. (Occupying 3 Days).

Haimun... Capt. A. H. Stewart... SUNDAY, 26th Mar., at 10 A.M.

Steamers will arrive at, and depart from the Company's Wharf near Black Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co.,

General Managers.

957]

## THE EASTERN &amp; AUSTRALIAN

## STEAMSHIP CO., LIMITED.

Mail Service to Australia.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

Steamers. Arrive Hongkong from Australia. Leave Hongkong for Australia.

Aldenhams... Mar. 21. April 5th, at Noon.

Empire... April 7. April 20th, at Noon.

St. Albans... May 5. May 27th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provision, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars, apply to

Gibb, Livingston & Co.,

Agents. [967]

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

Java, China and Japan.

Expected on or

Steamers. From. About. Will leave for Or or About

Tjitaroem... JAVA... Second half SHANGHAI, Second half

Tjiliwong... AMOY... Second half JAVA... Second half

Tjilatjap... JAPAN... Second half JAVA... Second half

Tjibodas... JAVA... Second half JAPAN... Second half

Tjimahi... JAPAN... First half JAVA... First half

Tjipanas... JAVA... Second half JAVA... Second half

Tjikini... JAV A... First half

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COMMERCIAL.

EXCHANGE.

Selling.	
London-Bank T.T.	1/9 7/16
Do Demand sight	1/9 1/4
Do 4 months	1/9 1/4
France-Bank T.T.	2.26
Germany-Bank T.T.	1.824
India T.T.	1.834
Do Demand	1.834
Shanghai-Bank T.T.	741
Sing-Bank T.T. per H.K.	100 761
Japan-Bank T.T.	873
Java-Bank T.T.	107 1/2
Buying.	
4 months sight L/O	1/9 13/16
6 months sight L/O	1/9 15/16
80 days sight San Francisco	44 1/2
4 months sight do	45 1/2
80 days sight Sydney & Melbourne	1/10 1/16
4 months sight France	2.30 1/2
6 months sight do	2.32 1/2
4 months sight Germany	1.87
Bar Silver	24 1/2
Bank of England rate	3 1/2
6 months sight	11.14

SHIPPING NEWS.

Harima (Kiois) 23rd inst.  
American (Asia) 12th inst.

The H.A.T. s.s. Ambria left Shanghai on 21st inst., a.m., and may be expected here on 24th inst.

The N.D.L. s.s. Borneo left Sundakan on 19th inst., p.m., and may be expected here on 25th inst., a.m.

The O.S.K. s.s. Mexico Maru from Tacoma, left Shanghai on 20th inst., and is due here on 23rd inst.

The P.O.S.N. Co.'s s.s. Palma left Singapore for this port on 20th inst., at 1.30 p.m., and is due here on 26th inst., at 4 p.m.

ARRIVALS.

Qian, Ger. s.s., 1,146, H. Madsen, 20th Mar.—Probolinga 9th Mar, Sugar.—J. C. J. L.  
Albion, Br. s.s., 3,061, J. Gillray, 20th Mar.—Singapore 14th Mar, Gen.—S. T. & Co.  
Hobbs, Ger. s.s., 771, E. Bendixen, 21st Mar.—Hollow 19th Mar, Gen.—J. & Co.  
Kwong, Ch. s.s., 1,408, Lincoln, 21st Mar.—Shanghai 17th Mar, Gen.—C. M. S. N. Co.  
Lunging, Br. s.s., 1,003, Lenek, 21st Mar.—Manila 18th Mar, Gen.—J. M. & Co.  
Nora, Br. s.s., 4,197, G. Phillips, 21st Mar.—Yokohama 8th Mar, Gen.—P. & O.  
Lai Sun, Br. s.s., 2,225, E. J. Tadd, 21st Mar.—Singapore 16th Mar, Gen.—J. M. & Co.  
Hollandia, Ger. s.s., 6,000, E. Elliott, 21st Mar.—Shanghai 18th Mar, Gen.—B. L. Ltd.  
Chai, Am. s.s., 3,136, Emory Rice, 21st Mar.—San Francisco 21st Feb, Mail and Gen.—P. M. S. N. Co.  
Pine, Alt. Ger. s.s., 6,623, P. Gresh, 21st Mar.—Yokohama 11th Mar, Mail and Gen.—M. & Co.  
Montana, Br. s.s., 2,883, D. Reid, 21st Mar.—Liverpool via Singapore 15th Mar, Gen. and Mail.—D. & Co.  
Uda, Br. s.s., 873, C. Lindman, 21st Mar.—Singapore 15th Mar, Gen.—A. P. & Co.  
Brid, Br. s.s., 1,612, Falkland, 21st Mar.—Bangkok 12th Mar, Gen.—A. P. & Co.  
Dagay, Nor. s.s., 832, Solvosen, 21st Mar.—Hongkong 19th Mar, Gen.—A. T. & Co.  
Kwong, Ch. s.s., 1,536, Stewart, 21st Mar.—Canton 20th Mar, Gen.—O. M. S. N. Co.  
Kangana, Br. s.s., 882, C. J. Butler, 21st Mar.—Shanghai 18th Mar, Gen.—N. Y. K.

CLEARANCES AT THE HARBOUR OFFICE.

Haiyang, for Swatow.  
Puyang, for Swatow.  
Kwong, for Canton.  
Tsun, for Manila.  
Tsun, for Singapore.  
Hakata-maru, for Singapore.  
Nora, for Singapore.  
Soytama, for Nagasaki.  
Fuytama, for Shanghai.  
Sumbia, for Singapore.  
Prometheus, for Singapore.  
Glenzie, for Amoy.  
Tintan, for Hongkong.  
Kuchow, for Swatow.  
Moutong, for Shanghai.  
Hsing Shun, for Paoan.

DEPARTURES.

Mar. 21.  
Haiyang, for Coast Ports.  
Kuchow, for Tintan.  
Tsun, for Manila.  
Fookang, for Moji.  
Wuhu, for Shanghai.  
Fakata-maru, for Bombay.

VESSELS IN PORT.

**STEAMERS.**  
Anigo, Ger. s.s., 822, W. Langsdorfer, 19th Mar.—Pakhol 16th and Kioh 17th Mar, Gen.—J. & Co.  
Antiochus, Br. s.s., Stewart, 16th Mar.—Liverpool 4th Feb, and Manila 14th Mar, Gen.—B. & S.  
Beachy, Br. s.s., 4,000, F. Walker, 25th Feb.—Tacoma and Honolulu 6th Feb, Lumber Flour and Machinery.—D. & Co.  
Bombay Maru, Jap. s.s., 3,193, J. Teramaka, 15th Mar.—Bombay and Singapore 9th Mar, Gen.—N. Y. K.  
Bujin Maru, Jap. s.s., 1,800, S. Yamano, 20th Mar.—Swatow 19th Mar, Gen.—O. S. K.  
Carl Diederichsen, Ger. s.s., 774, Ch. Jurgensen, 20th Mar.—Hoihow 18th Mar, Gen.—J. & Co.  
Conch, Nor. s.s., 3,512, T. G. Scott, 9th Mar.—Balk Papan 2nd Mar, Bulk Oil.—A. P. Co.  
Drafer, Nor. s.s., 1,102, A. Anonov, 10th Mar.—Bangkok 10th and Swatow 18th Mar, Gen.—C. S. S. N.  
Empress of China, Br. s.s., 3,016, B. Archibald, 15th Mar.—Vancouver, B.C. 2nd Feb, and Shanghai 14th Mar, Mail and Gen.—C. P. R. Co.  
Fiji, Nor. s.s., 860, N. G. Anderson, 20th Mar.—Canton 10th March 5th.—A. T. & Co.  
Fakura Maru, Jap. s.s., 1,916, S. Komuraki, 16th Mar.—Moji 10th Mar, Coal.—M. B. G. K.  
Glenzie, Br. s.s., 2,399, W. H. Paddle, 19th Mar.—Bangkok 8th and Singapore 10th Mar, Rice and Gen.—Sung Tak Hong.  
Hsing Shun, Ch. s.s., 828, Markson, 9th Mar.—Manila 6th Mar, Ballast.—Chinese.  
Inaba Maru, Jap. s.s., 3,847, S. Tomioka, 20th Mar.—Seattle via Port 14th Feb, Gen.—N. Y. K.  
Johanna, Ger. s.s., 922, M. Iphand, 17th Mar.—Saigon 19th Mar, Rice and Paddy.—J. & Co.  
Kamoon, Ger. s.s., 1,238, M. Vesper, 6th Mar.—Hongkong 4th Mar, Coal.—H. A. L.  
Katsang, Br. s.s., 4,395, R. C. D. Bradley, 15th Mar.—Japan 11th Mar, Gen.—B. & S.  
Lian, Br. s.s., 1,360, C. C. Williams, 19th Mar.—Shanghai 16th Mar, Gen.—B. & S.  
Loosok, Ger. s.s., 1,020, G. Schulzen, 15th Mar.—Bangkok 8th Mar, Rice and Coal.—B. & S.  
Lycomoon, Ger. s.s., 1,925, Pilgrin, 7th Mar.—Saigon 3rd Mar, Rice.—H. A. L.  
Mari, Ger. s.s., 1,300, Christensen, 20th Mar.—Saigon 10th Mar, Rice.—J. & Co.  
Metis, Br. s.s., 2,167, J. Kossie, 18th Mar.—Barr 28th Jan, Coal.—Government.  
Mindoro, Am. s.s., 209, Michael, 2nd Mar.—Manila 24th Feb, Sugar.—Order.  
Moerland, Br. s.s., 2,281, C. R. Bird, 14th Mar.—Bunbury and Fremantle, W.A. 16th Feb, Sandalwood and Jaratwood.—J. M. & Co.  
Phoenix, Br. s.s., 1,056, J. H. Scott, 16th Mar.—Saigon 12th Mar, Rice and Gen.—Wo Fat Sing.  
Rigel, Br. s.s., 1,769, Jongo Sievert, 17th Mar.—Manila 13th Mar, Sugar.—Order.  
Phranang, Ger. s.s., 1,021, Fr. Van Hangelad, 18th Mar.—Bangkok 11th Mar, Rice.—B. & S.  
Prosper, Nor. s.s., 224, K. Larsen, 15th Mar.—Bangkok 8th Mar, Rice.—A. T. & Co.  
Quinta, Ger. s.s., 900, T. Schlosinger, 16th Mar.—Bangkok 8th Mar, Rice.—B. & S.  
Bajalari, Br. s.s., 1,183, H. Bremer, 16th Mar.—Bangkok 10th Mar, Rice and Wood.—B. & S.  
Romany, Br. s.s., 2,579, McDonnell, 16th Mar.—Taku 10th Mar, Ballast.—A. P. & Co.  
Saladji, Br. s.s., 1,237, F. Reeder, 19th Mar.—Balk Papan 10th and Tarkhan 13th Mar, Liquid Fuel.—A. Y. & Co.  
Seattle Maru, Jap. s.s., 3,832, S. Saito, 15th Mar.—Manila 14th Mar, Flour and Hemp.—O. S. K.  
Sintu Maru, Jap. s.s., 2,080, K. Nagata, 18th Mar.—Moji 12th Mar, Coal.—A. & Co.  
Siberia, Am. s.s., 5,055, A. Zander, 15th Mar.—San Francisco 15th Feb, Mail and Gen.—P. M. S. N. Co.  
Sigan, Br. s.s., 1,047, F. Jamieson, 19th Mar.—Haiphong and Poitow 16th Mar, Rice and Gen.—B. & S.  
Tjikini, Dut. s.s., 2,888, Koops, 14th Mar.—Java 6th and Bill 7th Mar, Sugar and Gen.—J. C. J. L.  
Tijlwoong, Dut. s.s., 2,061, Bouman, 14th Mar.—Amoy 15th Mar, Gen.—J. C. J. L.

POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.  
**MAILS BY SIBERIAN ROUTE.**  
Quarantine restrictions at Shanghai have now been withdrawn on arrivals from Dairen. Mail Steamers will have Shanghai for Dairen twice a week, on Tuesdays and Saturdays.  
A mail will close for:  
Swatow, Wo-hai-wei and Tientsin—Per Chongshing, 22nd Mar, 10 a.m.  
Singapore, Penang and Calcutta—Per Katsang, 22nd Mar, 10 a.m.  
Haiphong—Per Sigan, 22nd Mar, 10 a.m.  
Singapore, Penang and Colombo—Per Nora, 22nd Mar, 10 a.m.  
Hoihow and Bangkok—Per Quinta, 22nd Mar, 10 a.m.  
Europe, India, via Tientsin—Per Princess Alice, 22nd Mar, 11 a.m.  
Macao—Per Sai Tai, 22nd Mar, 1.15 p.m.  
Kuching, Kolo, Yokohama, Victoria, Tacoma, Vancouver and Seattle—Per Antiochus, 22nd Mar, 3 p.m.  
Hoihow—Per Carl Diederichsen, 22nd Mar, 5 p.m.  
Shanghai—Per Lian, 23rd Mar, 3 p.m.  
Swatow, Amoy and Foochow—Per Haitan, 24th Mar, 10 a.m.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco (Siberian Mail to Europe)—Per Siberia, 24th Mar, noon.  
Pakhoi—Per Johanna, 24th Mar, 4 p.m.  
Manila, Cebu, Hoihow, Yap, Angaur, Friedrich Wilhelmshafen, Rabaul, Herbertshohe, Macao, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Columbia, 24th Mar, 5 p.m.  
Batavia, Ocherbon, Samarang and Sourabaya—Per Tjilwoong, 25th Mar, 11 a.m.  
Manila—Per Loongang, 25th Mar, 1 p.m.  
Shanghai—Per Tiansang, 25th Mar, 5 p.m.  
**SHANGHAI SIBERIAN MAIL**  
To Europe—Per Chinua, 25th Mar, 6 p.m.  
Swatow—Per Haiman, 26th Mar, 9 a.m.  
Swatow, Amoy and Foochow—Per Haiching, 28th Mar, 10 a.m.

HOTEL VISITORS.

**ASTOR HOUSE.**  
Anderson, M. Leijcker, W. M. Arabi, Mr. & Mrs. Leijcker, Mr. & Mrs. A. Logan, Mr. & Mrs. G. Logan, Mr. & Mrs. L. Logan, Mr. & Mrs. M. Logan, Mr. & Mrs. N. Logan, Mr. & Mrs. O. Logan, Mr. & Mrs. P. Logan, Mr. & Mrs. Q. Logan, Mr. & Mrs. R. Logan, Mr. & Mrs. S. Logan, Mr. & Mrs. T. Logan, Mr. & Mrs. U. Logan, Mr. & Mrs. V. Logan, Mr. & Mrs. W. Logan, Mr. & Mrs. X. Logan, Mr. & Mrs. Y. Logan, Mr. & Mrs. Z. Logan.  
**GRAND HOTEL.**  
Baukhau, E. W. Knight, Mr. & Mrs. Lamb, Mrs. C. Lamb, Mrs. O. Lamb, Mrs. P. Lamb, Mrs. Q. Lamb, Mrs. R. Lamb, Mrs. S. Lamb, Mrs. T. Lamb, Mrs. U. Lamb, Mrs. V. Lamb, Mrs. W. Lamb, Mrs. X. Lamb, Mrs. Y. Lamb, Mrs. Z. Lamb.  
**CHIAI CHUAN.**  
Jones, Dr. E. Jones, Dr. F. Jones, Dr. G. Jones, Dr. H. Jones, Dr. I. Jones, Dr. J. Jones, Dr. K. Jones, Dr. L. Jones, Dr. M. Jones, Dr. N. Jones, Dr. O. Jones, Dr. P. Jones, Dr. Q. Jones, Dr. R. Jones, Dr. S. Jones, Dr. T. Jones, Dr. U. Jones, Dr. V. Jones, Dr. W. Jones, Dr. X. Jones, Dr. Y. Jones, Dr. Z. Jones.

SHARE REPORT.

Corrected to 5 p.m., 21st March, 1911.		STOCKS & PAID UP VALUE.		LAST DIVIDEND AND DATE.		RETURN BASED ON LAST YEAR'S DIV.	
BANKS.		MARINE INSURANCE.		FIRE INSURANCE.		REFINERIES.	
Hongkong & Shanghai	\$125	\$883	21. 5/- at 1/10 \$24 54	5 p.a.			
National Bank	51	\$80 b.	31.12-10	5 p.a.			
Canton	\$50	\$180 a.	\$15 for 1909	8 1/2 p.a.			
North China	51	\$165	Interim of 7/6 per share for 1909	6 p.a.			
Unions	\$100	\$835 b.	Final of \$20 making \$50 for 1908 and Interim of \$30 for 1909	6 p.a.			
Yangtze	501	\$207 1/2	\$12 for 1908 and Int. of \$3 for 1909	7 1/2 p.a.			
FINANCIAL.		CHINA FIRES		HONGKONG FIRES		CHINA & MANILA DOUGLAS STEAMSHIPS	
China Fires	\$20	\$110 a.	\$7 & 1/2 of \$2 for 1900	7 p.a.			
Hongkong Fires	\$50	\$335 a.	\$27 for 1909	7 1/2 p.a.			
China & Manila Douglas Steamships	\$35	\$41	\$4 p.a. for 1906	9 p.a.			
Steamboats	\$15	\$29 1/2	5 1/2% for year end'g 30-6-08 Dividend of \$1 1/2 for half year ending 31-12-10	8 1/2 p.a.			
Indo-China (Preferred) (Deferred)	51	\$60 b.	3 p.a. on preferred shares only for 1910	4 p.a.			
"Shell" Transports	11	\$11 b.	Fin. of 2.6 per share (coupon 14) making in all 4.6 for 1909 & Interim 1/- on a/c. for 1910	5 p.a.			
"Star Ferry"	\$10	\$23	Div. 7 p.a. for year end'g 30-4-10	5 p.a.			
China Sugars	\$100	\$105 a.	\$5 for half year end'g 30-6-08	8 p.a.			
Luzon Sugars	\$100	\$20	\$3 for 1897	8 p.a.			
MINING.		CHINESE ENGINEERING		HEADWATERS		ORIENTAL CONSOLIDATED	
Chinese Engineering	11	T13 a.	Final div. of 1/6 for the year 1910 making 15% (coupon No. 15)	9 p.a.			
Headwaters	P. 10	P.10	First year	5 p.a.			
Banba	18s. 10d. 11.	\$2.75	1st 2d. per share 15th div. Final of \$6.05 for 1909 in all \$1.15.	5 p.a.			
Oriental Consolidated	G. \$10	\$3					
DOCKS, WHARVES, & G'D'S.		PENWICKS		KOWLOON WHARFS		H.K. & WHAMPOA DOCKS	
Penwicks	\$25	\$5	\$12 for year end'g 31-12-00	4 1/2 p.a.			
Kowloon Wharfs	\$50	\$52	\$6 for year end'g 31-12-10	4 1/2 p.a.			
H.K. & Whampoa Docks	\$50	\$54 a.	2 1/2 p.a. for half year ended 31-12-10	8 p.a.			
Shanghai Docks	T. 100	T.05	Final of Tls. 3 1/2 mkg. Tls. 6 in all for year 30-4-10	8 p.a.			
Hongkong Wharfs	T. 100	T.04	Interim of Tls. 3 for 1910	7 p.a.			
LANDS, HOMES & BUILDINGS.		ANGLO-FRENCH LANDS		CENTRAL STORES		HONGKONG HOTELS	
Anglo-French Lands	T. 100	T.05	Tls. 6 29-2-10	5 1/2 p.a.			
Central Stores	\$15	\$11 a.	3 p.a. for 1909	8 p.a.			
Hongkong Hotels	\$50	\$106 b.	\$3 on old shares, \$1.50 on new shares for half year 31-12-10	6 p.a.			
Hongkong Lands	\$100	\$34 b.	\$7 per share for 1910	7 p.a.			
Humphreys Estates	\$10	\$6 1/2	15 cents for 1909	7 p.a.			
Kowloon Lands	\$30	\$32 a.	\$2 1/2 for 1909	7 p.a.			
Shanghai Lands	T. 30	T.07	Tls. 6 for 1910	6 1/2 p.a.			
West Point	\$50	\$40 b.	Final dividend of \$2.20 per share making \$1 in all for year 1910	8 1/2 p.a.			
COTTON MILLS.		EWON		HONGKONG COTTONS		INTERNATIONAL	
Ewon	T. 50	T.35	T. 4 for year end'g 31-10-10	12 p.a.			
Hongkong Cottons	\$10	\$6 a.	50 cents 31-7-08	15 p.a.			
International	T. 75	T.50	T. 74 for year 30-9-00 (10 p.c.)	15 p.a.			
Loon Kung Mills	T. 100	T.63	Tls. 6 for 1909	10 p.a.			
Soy Cheong	T. 500	T.23	Tls. 35 for 1909	15 p.a.			
MISCELLANEOUS.		BELL'S ASBESTOS		CHINA-BORAX		LIGHT & POWERS	
Bell's Asbestos	12 1/2	\$8 a.	15 p.a. for 1909	6 p.a.			
China-Borax	\$12	\$11	5 p.a. for 1909	6 p.a.			
Light & Powers	\$10	\$1	60 cents for year 28-2-06	10 1/2 p.a.			
Do. (Spec. shares)	\$1	\$1	40 cents for 1910	10 1/2 p.a.			
China Provident	\$10	\$7 1/2	\$1.20 for year end'g 31-7-10	6 1/2 p.a.			
Dairy Farms	\$6	\$19 a.	Interim of 15 cents per share for 1910	15 p.a.			
Green Islands	\$10	\$2 1/2	14 per cent. viz. \$1.40 for 1909	12 p.a.			
H. Price and Co., Ltd.	\$10	\$12	\$1.20 per share and 1/2 of 10 cents	6 p.a.			
Hongkong Electric	\$10	\$23	\$2 per share for 1910	11 p.a.			
Hongkong Ropes	\$10	\$17 1/2	\$2 per share for 1910	11 p.a.			
Langkats	G. 100	T115 b.	Fin. div. of Tls. 15 mkg. in all Tls. 55 for 1910 and a bonus of Tls. 2	4 p.a.			
Morning Post	\$25	\$25	None				
Peak Tramway	\$10	\$13	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30-4-10	5 p.a.			
Do. (new)	\$1	\$1.25					
Philippines	\$10	\$8	None				
Robinson Diago Co.	\$50	\$50	Sp. a. for year end'g 30-9-07				
Societe des Pulpes et Papeteries du Tonkin	\$38 p. 1/2	\$38 a.	First year				
Shanghai-Sumatra Steam Laundry	T. 20	T115 a.	No dividend this year 50 cts. for year end'g 30-6-10	10 p.a.			
Union Waterboat	\$10	\$6 1/2	5 per cent. for year end'g 31-12-10	5 p.a.			
United Asbestos	\$4	\$10 a.	60 cents per ord. share for year ending 31-6-10	65 p.a.			
Watkins, Ltd.	\$10	\$3 a.	1/4 for 1909				
Walsman, Ltd.	\$10	\$12 b.	10 cts. for year end'g 31-7-10	8 p.a.			
Watson	\$10	\$7 a.	3 p.a. for 1909				
William Powell	\$3 b.	\$3 a.					

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